COMMERCIAL CAR JOURNAL

with which is combined Operation & Maintenance

Entered as second-class matter at the Post Office at Philadelphia, Pa., under Act of March 3, 1879

Vol. XLII Philadelphia, November, 1931 No. 3

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Published Monthly by

CHILTON CLASS JOURNAL COMPANY

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SUBSCRIPTION RATES: United States, Mexico, United States Possessions and all countries in the Postal Union—$2.00 per year. Canada—$3.00 per year. Foreign—$4.00 per year. Single copies 40 cents.

Make Checks, Money Orders, etc., payable to Chilton Class Journal Company
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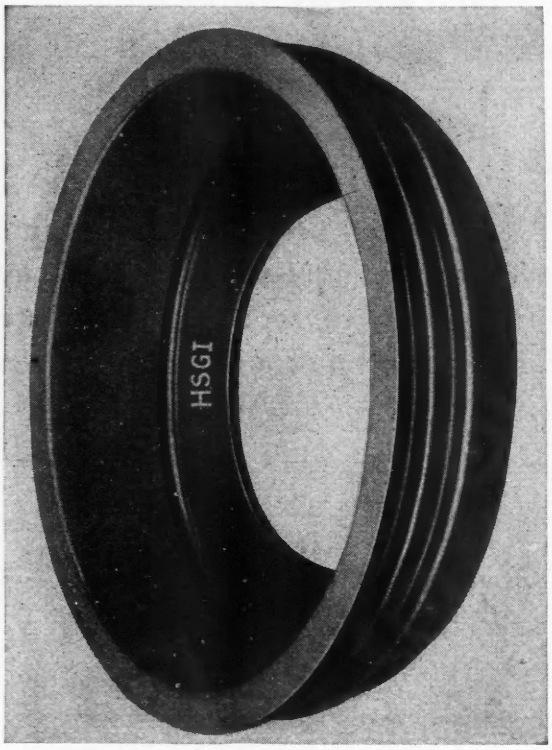
HSGI QUALITY BRAKE DRUMS KEEP DOWN MAINTENANCE COSTS



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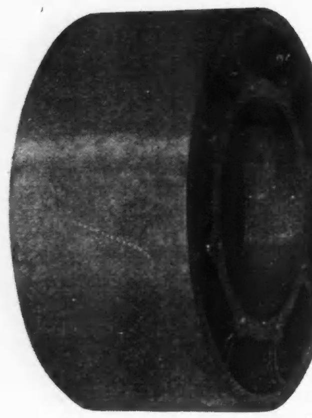

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COMMERCIAL CAR JOURNAL
PHILADELPHIA PENNA.
NOVEMBER, 1931 VOL. XLII, No. 3

THE PRESIDENT'S PAGE

By

President
Federal Motor Truck Co.

AS extensive users of the nation's highways, motor trucks naturally contribute substantially to highway maintenance and development. This is as it should be. And users of commercial haulage equipment have always been willing and anxious to pay their just share of taxes so that continued progress in road-building and road maintenance may be assured.

During the past few years, however, truck users, with their backs to the wall, have been desperately fighting to hold off an avalanche of vicious tax legislation which threatens to engulf them. A study of figures will convince any fair-minded person that the truck today is taxed out of all proportion to its use of the highways.

In 1930, for instance, the total expenditure for all highways, not including city streets, amounted to $1,500,000,000 Special vehicle taxes during that time exceeded $1,000,000,000. This sum represents 2½ times the taxes paid by railroads which in 1929 amounted to $402,698,333. Motor trucks, which constitute 12 per cent of commercial vehicles in use, pay one-fourth of the total motor tax, or in excess of $250,000,000 annually.

Yet, notwithstanding this staggering contribution to good roads, a consistent and vigorous effort is maintained to increase the already overpowering burden borne by the motor truck. As an example of what has been done along this line, the tax on 3-ton vehicles has been increased 160 per cent in the last seven years. The tax on vehicles of greater capacities has been raised in proportion. Every minute of the day $493.73 in taxes is collected from owners of trucks and buses. And here is the sad part of the story —that in 1925 more than $90,000,000 col-

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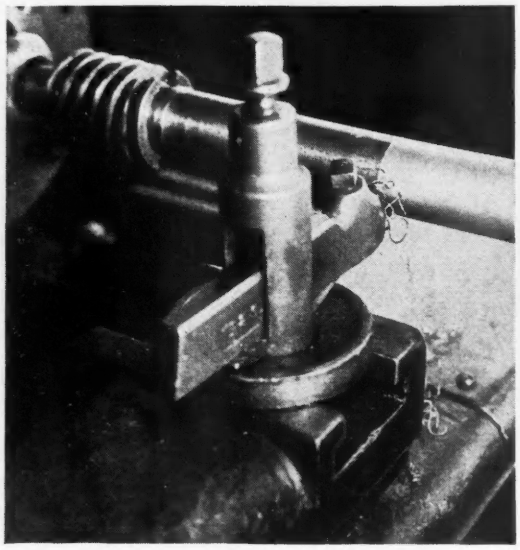
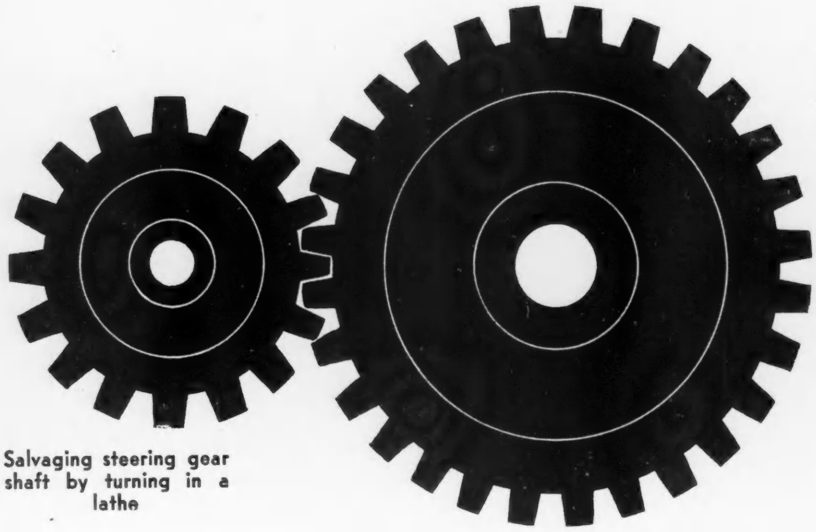




Salvaging steering gear shaft by turning in a lathe

BIG EQUIPMENT IS

THE shop, whether owned by fleet operator, truck dealer or independent, is the keystone of successful truck operation. If it is unable to supply satisfactory and efficient service the earning ability of vehicles is jeopardized. Trucks must be kept in repair in order to make money. Service facilities must be good and in this shops must not fail.

Shops determined to provide satisfactory service, to release trucks as quickly as possible and to make a profit for themselves are well equipped in every department of service. The backbone of such shops is the machine shop department. It is vital if complete and speedy maintenance is to be provided.

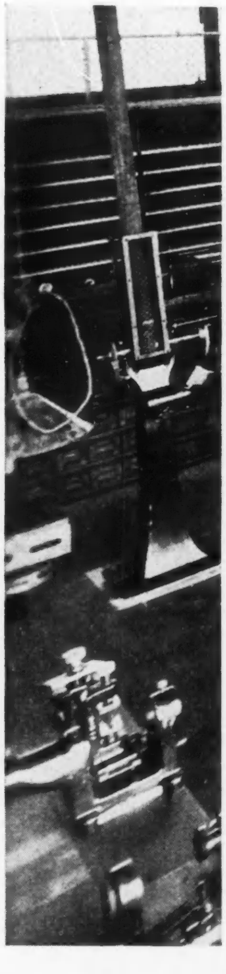
Drill presses do many jobs, including valve seat reaming

Equipment for the Machine Shop:

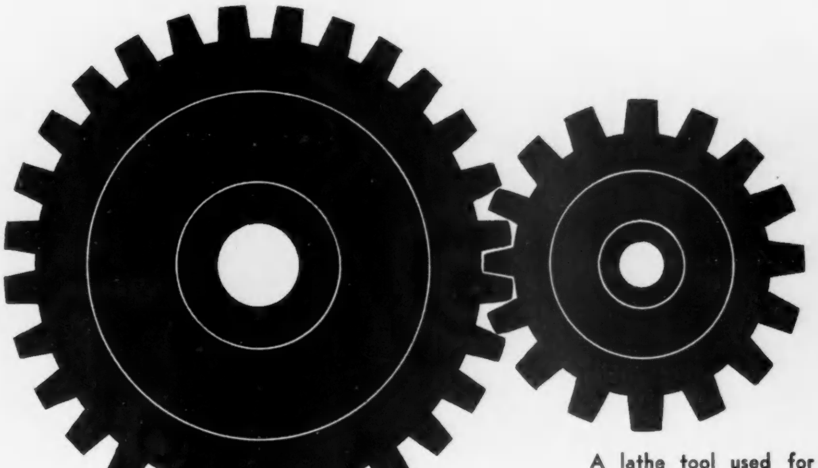
- Aligning fixtures
  - bearing
  - boring
- Drills
  - pedestal
  - bench
  - portable
- Grinders
  - bench
  - pedestal
  - crankshaft
  - cylinder
- Hacksaw
  - power
- Hoists
- Block & fall
  - floor crane
  - monorail
- Lathes
- Millers
- Planers
- Presses
  - bench
  - floor
- Stands
  - engine
  - transmission
  - running-in
- Work benches
- Anvil

The machine department, the big equipment section of the shop, makes the service shop self-sufficient and gives dealer shops the added advantage of acquiring a reputation of good and complete service. The fleet operator shop, of course, reaps the added advantage of low idle truck time.

Shops with machine departments have the following advantages over their less fortunate fellows: units need not be farmed out to specialists, thereby saving time and money; parts that otherwise might be cast out may be salvaged, thereby reducing parts expense; orphan parts or parts difficult to obtain may be made, thereby keeping an otherwise satis-

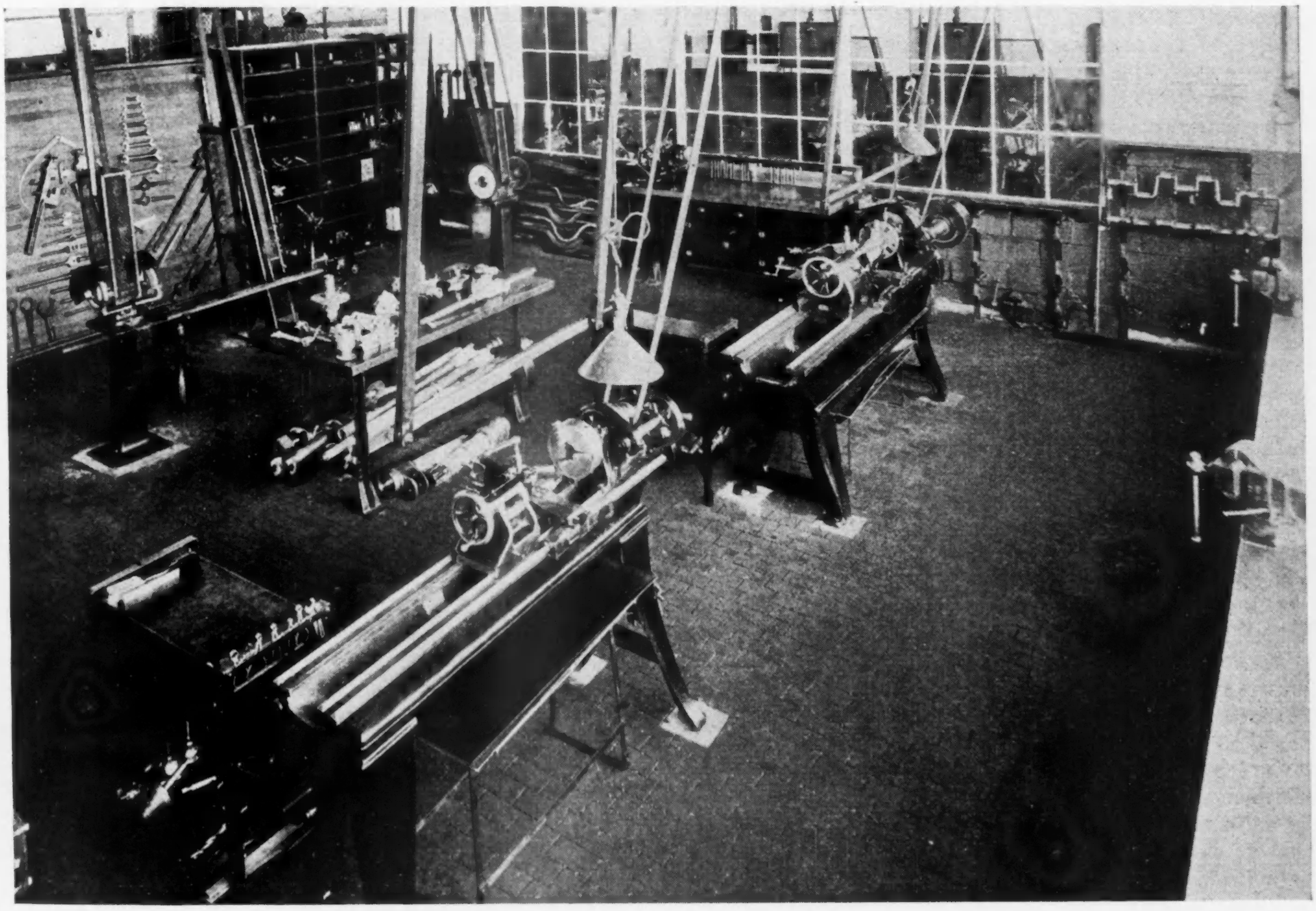


This machine shop contains a tool board, stock of reamers and similar tools, in addition to machine tools, including lathes, grinders and many bench tools



A lathe tool used for boring a bronze welded spring shackle

BACKBONE OF SHOP



factory vehicle in operation and in many cases saving considerable time; time-saving special tools as well as home-made devices and jigs for regular use can be made; all edge-tools can be kept keen and always ready for use; emergency needs stand a good chance of being fulfilled, etc. These are some of the main features of a machine department, and while there are many more they suffice to show the important part the machine shop plays in service.

Location and layout of the machine department have a direct bearing on efficiency. Big machine equipment should be segregated and not scattered throughout the shop. The section of the shop allotted to it should be centrally located or at some point convenient to the needs of general shop. Light also is an important consideration. The items making up the department should be arranged in such a manner as to provide ample working room, prevent confusion and permit

TURN TO PAGE 43, PLEASE

SPORTS promoters are overlooking a good show which would attract international attention and a good gate, despite the fact that it can be staged at small cost. "The World's Championship Competition for Carbon and Valve Jobs" for a purse of say, one thousand dollars—small change as sports championships go—would draw large crowds of interested spectators.

Entries for such a contest would not be lacking. On the contrary they would pour in from all quarters. What shop is lacking its champion on carbon and valve jobs? What mechanic cannot beat the record of a rival shop? Overhead valve jobs in sixty minutes? Surely.

Although mechanics are keenly interested in record-breaking performances in shop work, the actual task confronting them is that of turning out the run of maintenance operations in a low average time. But whether they try to beat a neighboring shop record or please an owner they use the same methods and equipment. In modern shops carbon and valve jobs are put through day after day in time that would have been considered marvelous just a few years ago.

Offsetting this reduction is the addition of various operations to the basic carbon and valve job. The job makes an engine perform better and it is logical to add the operations which make up an engine tune. Service stations add other operations, such as cleaning battery terminals or even flushing the cooling systems to build up "specials" which are sold at bargain. Fleet shops add the engine tune to avoid comebacks or complaints and to satisfy operating departments with their work. One mechanic, photographed in the course of preparation of this article, said: "It takes me longer to do a carbon and valve job now than it did when we did all the work by hand. The reason for this is they keep putting more and more work on a carbon and valve job order."

The smooth, steady progress of the work as done by a skillful mechanic in a modern shop is deceiving. It seems almost too easy. But the answer is that the mechanic's skill is aided by a wheelbarrow load of hand tools and devices and hundreds of dollars worth of machine tool equipment.

Time required to do a carbon and valve job has been reduced by cutting a few seconds or a minute or two from each of the individual operations included in the job. Actual grinding, on the other hand, has been, for all practical purposes, eliminated by machining valve face and seat. Even mechanics on the job give little thought to the large number of things to do on a carbon-valve job. Whether it takes 10 or 20 seconds to remove a cylinder head stud nut seems unimportant, but the difference on one job amounts to two or three minutes.

Above: An air pressure gage with a fitting screwed in place of a spark plug shows compression at hand cranking speed. A maximum reading hand shows pressure automatically

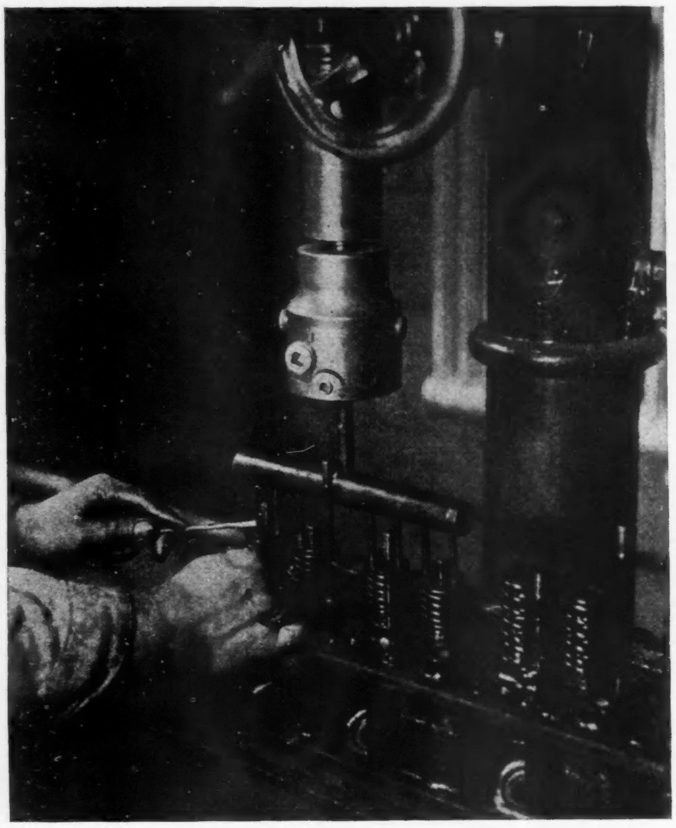
At right: Valve seats are machined by reamers or grinders. A large drill press makes a dandy support and drive unit for the operation

Power Tools Chisel Carbon-Valve Time

Refacing and Seating Machinery and Auxiliary Equipment Make Job Records Commonplace and Eliminate Crude Hand Work

Shop Equipment to do the Job:

- Electric drill
- Grinders
- Refacers
- Reamers
- Reseaters
- Freeing tools
- Rocker arm levers
- Testers
  - air
  - dial
- Valve guide
  - pullers
  - cleaners
- Drivers
- Valve spring
  - lifters
  - compressors
  - keeper tools
  - holders
- Carbon
  - cleaning brushes
  - scrapers
- Spark plug
  - cleaning brushes
- Compression gage
- Lifting devices
- Hand tools
- Special tools
- Wrench sets
- Timing outfit
- Overhead hoist
- Feeler gage



Valve spring keepers may be released in gangs on overhead valve cylinder heads. In this case a shop-made bridge-type device frees spring locks on four valves at a time

If everything goes well, all the valve spring locks may be removed to a place of safety in a few minutes. A break of the only valve lifter in the shop which fits the engine may extend the time to an hour or two—dropping one of the locks in the crankcase is just too bad.

When things go along smoothly—let us pick out a few high spots, close-ups of action. Lifting a hood is about as pleasant as carrying a mattress. A rope and pulley overhead pull it up out of the way; if the head can be removed with the hood raised, rather than removed, the rope may be used to hold the hood sides.

Water is drained into a floor pan which is large enough to hold the entire contents of the cooling system, not one which overflows a quart or two. The next task is that of removing cylinder head stud nuts. Socket wrenches, solid or detachable, loosen the nuts and speed wrenches spin them off. Wiring conduits and plumbing are detached meanwhile.

Cylinder heads have none of the characteristics of dirigibles and they must be pulled upward by force, brute force if necessary. Breaking the head loose is difficult and it may be necessary to attach the shop sky-hook to the head while a mechanic pries the head apart from the block. Obviously the head must be put somewhere and alert mechanics find a place for it beforehand. A portable workbench provides a suitable resting place which is sturdy enough to withstand the carbon scraping, on the head.

Removal of carbon brings together the old and new, a few ground hack saw blades and unconventional putty knives in contrast with a wire brush driven by electric drill. The drill also animates the valve guide cleaners.

Taking the valves out calls for use of valve lifters infinite in variety and ingenious in construction. The late Houdini unlocked many mechanical mysteries but it is not related that he ever undertook the stunt of releasing a valve spring lock with a couple of screw drivers and an open end wrench. Mechanics gave up the job long ago.

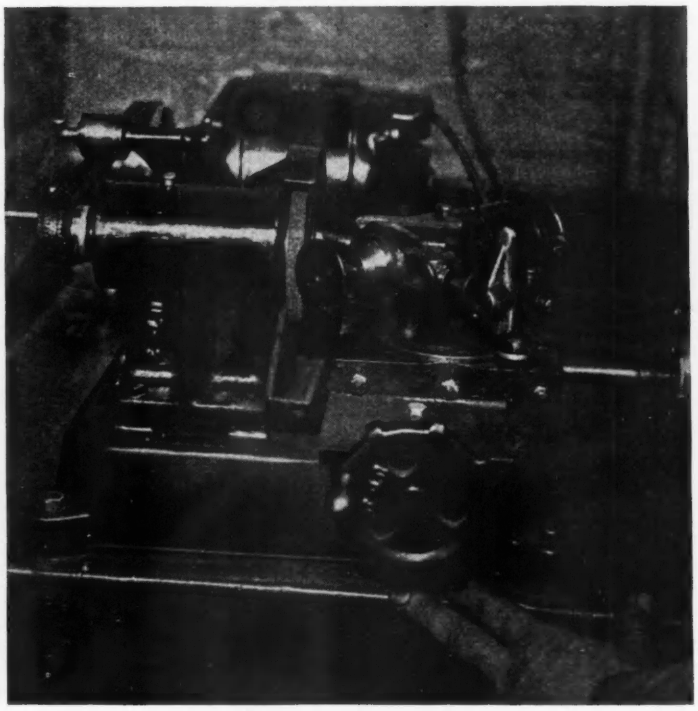
Valves, like the cylinder head, must be put somewhere and sheet metal frames or carriers are used for the purpose. In many shops, valve sets are carried in the stock room and a set of refaced valves is exchanged for those in an engine on the shop floor.

Carbon is removed from valves by a wire buffing wheel on a bench grinder. Faces are ground in a valve machine or turned in a lathe. Heat resisting alloy valves are hard to cut by any means and grinding is the answer.

Modern service is hard on valve seats and they suffer at least as much as the valves, in many instances more. The seats must be true and they must be kept within limits of width. Seats are trued by reamers mounted on a pilot in the valve guide or by grinding stones supported in the same manner. On overhead valve jobs the work frequently is done on a vertical drill, the table supporting the head and the drill driving the reamer. If seats are too wide they are narrowed by a port reamer with an angle of about 15 degrees and cut on top by a facing reamer of about 75-degree angle.

If seat and valve face are perfect they will fit gas-tight without any old-fashioned hand grinding. Many shops prefer a short polishing as the finishing touch. Actual fit is tested by a metal cup placed over the valve in place in the head, or block, in which air is compressed by a rubber bulb and measured by a gage.

Reassembling the parts completes the job. Tappet clearance is set during the assembly to factory clearance measured by feeler gage leaves or feeler stock.



A valve is supported in a revolving head and the face is moved across a grinding wheel

Ignition is checked to avoid comebacks and to insure full benefit of the carbon and valve job, which might be spoiled by faulty ignition. Cleaning spark plugs and adjusting gaps to standard is a necessary part of the work. This is usually done while the valves are being machined. Distributor points are not overlooked, in fact they are either refaced or replaced at this time. Here, too, gap is set to factory standard by a gage or feelers. If ignition timing is to be checked a timing light is used to measure point of opening of the points compared with location of a line on the flywheel. A similar check can be made while the head is off by using a dial gage above the piston on top dead center.

Cleaning carburetor screens is frequently included in the job. Other shops prefer to clean the entire carburetor, especially during the fall and winter seasons. There is some saving in labor on some engines in taking the carburetor off during the valve removal operation. On downdraft engines the carburetor can be taken off without much trouble and it may be taken off with the head.

When a driver complains that an engine lacks pep and power the tester usually checks ignition and carburetion. Loss in compression and accumulation of carbon take place gradually and it is not easy to set up a standard by which the need for a carbon and valve job may be determined. Rocking the engine against compression by hand crank, one cylinder at a time, is the common method, but progressive shops frequently use compression gages. Whatever method is employed, tester or mechanic must exercise some judgment and put through a simple engine tune or a complete carbon and valve job.

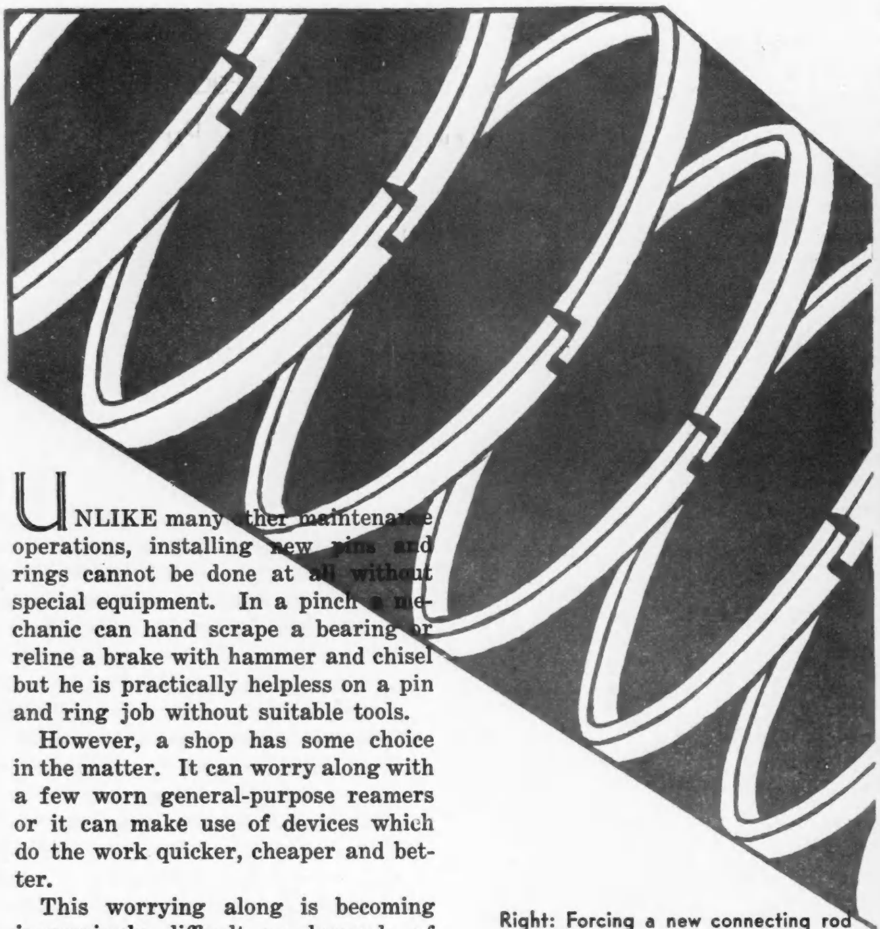
An engine tune-up usually is included in a carbon and valve job. Checking ignition removes one possible source of trouble

Domestic New Truck Registrations by Makes and Months

	Autocar	Brockway-Ind	Chevrolet	Diamond T	Dodge	Fageol	Fargo	Federal	Ford	G. M. C.	International	LaFrance-Rep.	Mack	Moreland	Paige	Pierce-Arrow	Relay	Reo	Rugby	Schacht	Sterling	Stewart	Studebaker	White	Willys-Overland	Total Sales Including Miscellaneous
January.....1931	223	154	7,569	167	1,183	23	31	111	11,313	447	1,325	28	225	16	27	3	13	273	32	15	62	84	297	221	159	24,415
January.....1930	160	249	8,754	242	1,608	41	186	169	13,233	727	1,835	43	345	51	14	4	28	698	90	21	145	97	104	413	440	30,241
February....1931	177	107	7,459	135	1,129	31	36	100	10,868	388	1,368	34	184	12	20	4	28	261	30	11	47	85	268	204	184	23,466
February....1930	135	235	10,332	207	1,269	43	152	162	14,008	552	1,928	44	298	29	43	1	30	565	67	20	74	155	91	320	431	31,882
March......1931	121	151	9,396	144	1,363	15	28	123	14,731	454	1,881	36	287	17	29	9	18	308	30	10	57	119	362	207	283	30,609
March......1930	195	384	13,011	264	1,595	48	157	228	19,551	936	2,364	55	452	56	52	3	45	682	62	27	106	265	102	407	559	42,182
April.......1931	155	215	11,195	236	1,575	33	17	150	17,755	590	2,295	58	344	19	20	18	42	354	31	21	104	166	381	228	346	36,848
April.......1930	216	492	14,055	300	1,684	52	153	252	21,757	1,242	2,740	71	566	57	64	4	61	903	47	47	147	314	98	480	564	47,032
May........1931	155	190	9,932	260	1,492	24	13	170	15,675	543	2,382	40	355	19	18	17	38	306	20	16	101	175	426	254	421	33,496
May........1930	212	544	12,825	373	1,504	59	152	213	19,758	1,191	2,531	49	717	36	55	2	93	737	59	55	147	305	115	452	456	43,245
June........1931	179	144	8,970	240	1,285	37	14	144	12,448	513	2,078	45	294	11	24	18	29	466	20	25	59	136	288	267	351	28,496
June........1930	183	481	9,761	261	1,113	56	118	158	15,669	889	1,917	56	446	29	19	2	43	581	54	38	109	207	102	412	352	33,512
July........1931	136	143	9,539	304	1,251	32	12	151	12,932	728	2,282	58	288	22	9	12	34	648	18	4	71	129	301	233	355	30,101
July........1930	194	388	10,947	338	1,080	47	124	209	19,841	882	2,477	50	577	39	35	2	41	583	71	43	100	266	88	460	409	39,888
August......1931	112	186	8,979	267	989	37	7	125	11,575	735	1,827	25	289	12	17	8	21	609	16	14	59	117	248	207	277	27,070
August......1930	171	251	9,544	277	707	32	91	142	17,086	604	2,223	51	405	33	29	3	27	436	72	26	102	184	85	399	295	33,758
September...1931	130	110	8,817	227	922	30	8	100	10,843	640	1,863	37	174	4	26	12	23	623	8	17	68	110	292	237	271	25,967
September...1930	171	191	9,716	217	1,018	33	60	155	17,531	622	1,827	63	360	41	28	3	25	402	75	21	92	172	102	317	249	33,933
Total 9 Mos..1931	1,388	1,400	81,856	1,980	11,189	262	166	1,174	118,140	5,038	17,301	361	2,440	132	190	101	246	3,848	205	133	628	1,121	2,863	2,058	2,647	260,468
Total 9 Mos..1930	1,637	3,215	98,945	2,479	11,578	411	1193	1,688	158,434	7,645	19,842	482	4,166	371	339	24	393	5,587	597	298	1,022	1,965	887	3,660	3,755	335,673

While September truck registrations have slipped about 22½ per cent below the level of September a year ago, the per cent decrease for the nine months of the current year is slightly better with 22½ per cent. An interesting fact revealed by the table is that, despite the total decrease in registrations, seven of the makes listed exceeded last year's figures.

Production figures for September as released by the Bureau of the Census shows that in September a total of 31,338 trucks were produced in the United States. This compares with 31,772 trucks in August, 1931; 44,223 in September, 1930, and 51,576 in September, 1929. These totals are based on figures received from 113 truck manufacturers.



PIN-RING FITTING

UNLIKE many other maintenance operations, installing new pins and rings cannot be done at all without special equipment. In a pinch a mechanic can hand scrape a bearing or reline a brake with hammer and chisel but he is practically helpless on a pin and ring job without suitable tools.

However, a shop has some choice in the matter. It can worry along with a few worn general-purpose reamers or it can make use of devices which do the work quicker, cheaper and better.

This worrying along is becoming increasingly difficult as demands of truck owners for jobs which don't come back are more insistent and factory specifications for fitting are given with smaller tolerances. A recent factory service bulletin advised shops of a change in cylinder wall pressure of rings in current production. Aluminum pistons are reamed so accurately that the pin can be pushed in place with the piston hot, but not cold. Which, as one mechanic put it, is splitting a thousandth several ways.

Right: Forcing a new connecting rod bushing into position and displacing the old by means of a press of suitable capacity. A collar supports the rod end and receives the old bushing. Top, page 21: Pistons must be reamed very accurately, to fractions of a thousandth, in fact. A mechanic turning the work by hand takes two or three cuts to make sure the job is true. Alignment of the two holes is just as important as the size

Time actually required to install a new set of rings and pins is but a fraction of the total time for the job, a fact which frequently is overlooked. Removing the cylinder head and oil pan and putting the piston and rod assemblies on a work bench takes time. Of course, this much of the work is done for other general jobs but it is a large part of a pin and ring job and, therefore, is relatively, if not actually, more important.

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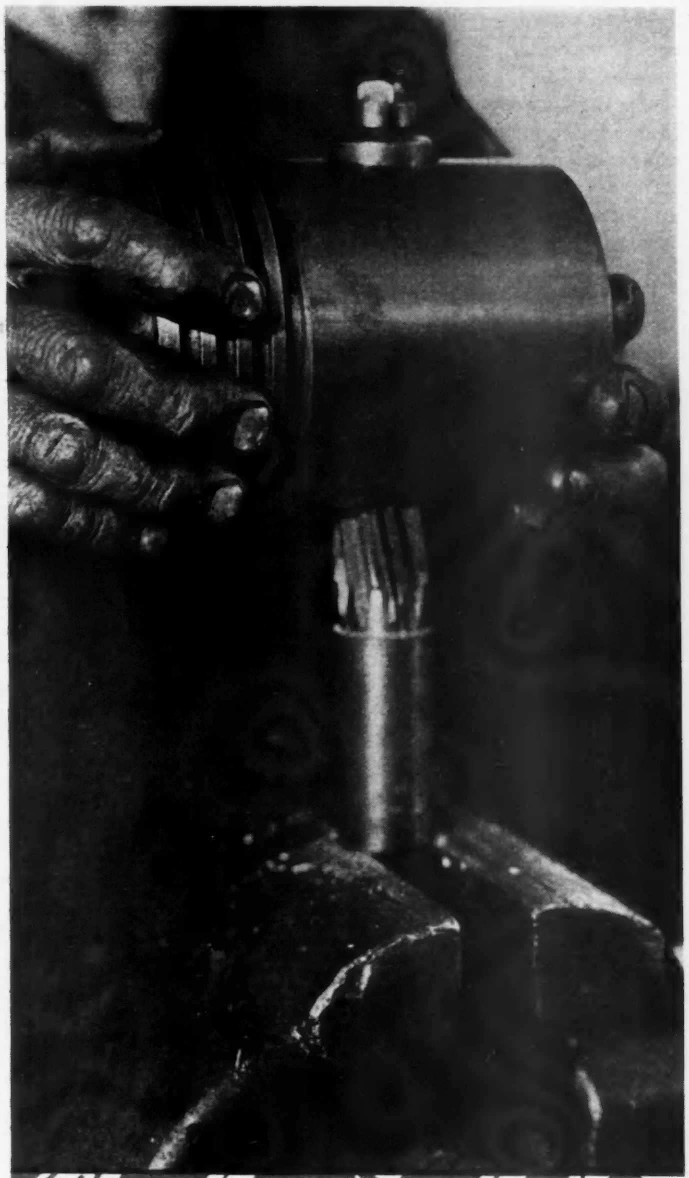
Right: Bench fitting is followed by a final check of gap with rings in place. Bottom, page 21: If the pin floats in the rod, the rod bushing, too, must be reamed to exact size. The bushing is relatively short, and light cuts are the rule to prevent misalignment

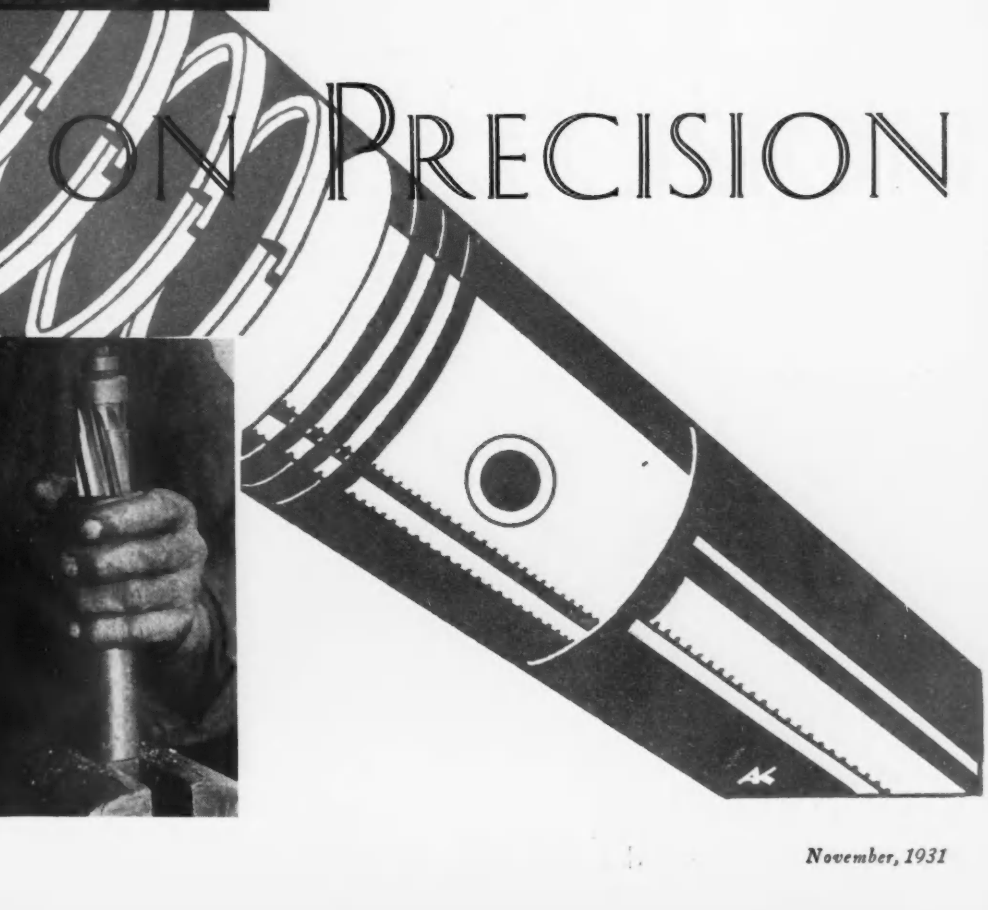
Proper Devices Simplify This Delicate Job Where a Hair's Breadth Deviation From Correct Size May Prove Costly



Shop Equipment to do the Job:

Portable hoist	Feeler gages
Overhead hoist	Micrometers
Arbor press	Piston heaters
Bushing drivers	Surface plate
Reamers spiral straight	Ring gages Tension gages
Piston vise	Sleeves or inserters
Spring scale	Hones
Balance scale	Electric drill
Rod and piston aligners	Files

LEANS ON PRECISION



PIN-RING FITTING LEANS ON PRECISION

Continued from page 20

After the rod and piston assemblies are remo--ed, in fact, while they are being removed, a rack or frame is used to hold them. If they are thrown about on the work bench they are in the way and likely to fall off or be otherwise damaged.

Removing piston pins is the next step in the operation, and piston vises meet the need for a firm support for the piston. Pin locks are put in to stay, and a lot of pressure must be exerted to loosen them.

Sliding thumb and finger along the surface of a piston pin is not the right way to measure wear, and modern shops use micrometers. Upon this measurement depends the cost of installing new pins, at the time, and the "miking" must be accurate.

Old bushings are taken out of rods and new ones installed by one stroke of the ram on a floor press. Bushed pistons require a different set-up, and bushing drivers may be used.

Bushing in the upper end of the connecting rod is reamed by straight or spiral reamer with close adjustment. Material is not removed all in one cut but in one or two roughing cuts and a finishing cut.

Holes in pistons must be reamed not only to proper size but in alignment. Skilled mechanics make a good job with ordinary reamers but they, and men not so experienced, find it much easier to use pilot reamers for the purpose.

Just how tight a new piston pin should fit in bushings is a subject about which there is some difference of opinion. Tight to one mechanic is loose in another's opinion. It is easy to set a standard of pull required to move the big end of the rod while the piston is held in a vise. This pull can be measured with ease by a spring scale.

Many shops prefer a final polishing of the wearing surfaces on a pin job and they either lap the pins in the bushings or hone the bushings. The hones are similar to those used in hydraulic brake cylinders and are driven by an electric drill.

Alignment of connecting rods should be checked whenever they are removed from the engine. On a pin job this check should, of course, be made after assembly.

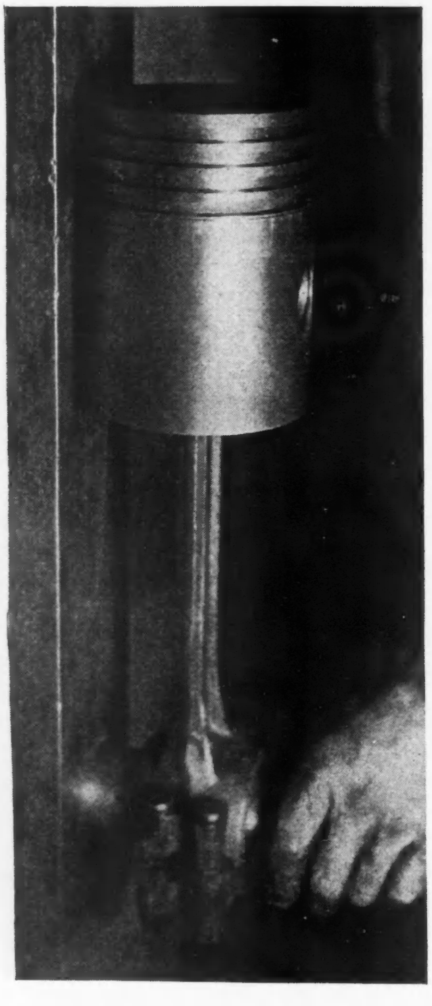
Ring fitting is a precision job throughout with all the controlling dimensions measured in thousandths of an inch. Just a little too much clearance between ring and groove will make of that piston an excellent oil pump. A hair's breadth too little gap clearance may score a cylinder or cause the engine to seize.

Many mechanics have their own pet standards for fitting rings; others follow factory recommendations to the letter. In either case precise measurement is essential, otherwise both are guessing, and guessing does not pay.

Rings are fitted directly to respective cylinders in most cases, but time and discomfort can be saved by making a preliminary fit in a ring gage.

The common pin and ring jobs include:

G 1. Rings, renew all, align and adjust rods.
G 2. Rings, renew 11. (Rods out).
G 3. Rings, renew all and align rods.
G 4. Standard pins and bushings, renew all, align and adjust rods.
G 5. Piston pins, renew all and align rods only.
G 6. Rings and pins, renew all and align rods only.
G 7. Piston pin, renew one. (Rod out).
G 8. Piston pins, renew all, align and adjust rods.
G 9. Piston pins, renew all. (Rods out).
G10. Rings and pins, renew all, align and adjust rods.



Alignment of connecting rods should be checked whenever they are removed from engine

These gages are simply circular steps turned in a block of iron and marked with exact size. If a given cylinder measures 3.255, the rings can be fitted on the work bench in a circular gage measuring 3.255 in. inside diameter. Any filing and measuring which is necessary can be made in good light and in a position comfortable for the mechanic. Squatting on a sloping fender side or straddling an engine block and stooping over to reach the cylinder bore may be an interesting gymnastic performance for bystanders, but it is no fun for mechanics.

This bench fitting is followed by a final check of gap with the rings in place in a cylinder, as shown in one photograph. Fitting ring to groove is an operation upon which much depends. If the ring is too tight, it will stick and be useless and if it is loose in the groove it will hold compression but allow too much oil to pass to the combustion chamber. Minute burrs on either ring or groove will make the ring stick, and mechanics have formed the habit of rolling a ring all the way 'round a groove, like a hoop, several times to make sure that there are no binding areas.

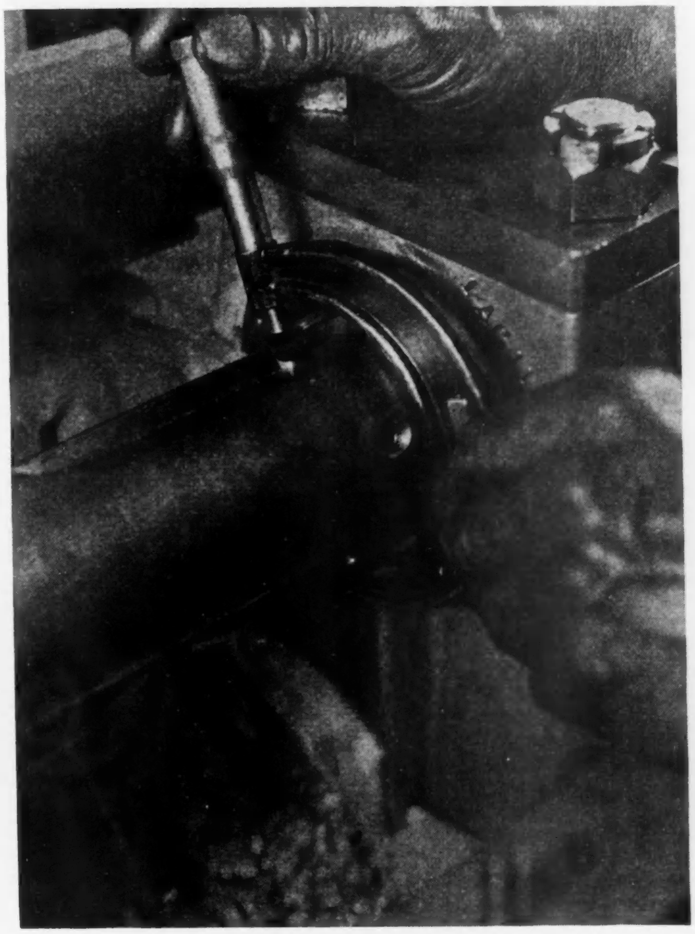
Feeler gages measure the clearance between ring and groove, but this must be done skillfully because it is possible to force the fit and make the clearance measure more than it really is. Another possible source of error, and of trouble, is an up-and-down curve in the ring. If the ring is thus warped it will bind in the groove even though clearance measured at two or three points is okay.

Another refinement has come into ring fitting which is setting standards for ring tension. Engine builders must design every detail of piston, ring, and lubrication system to suit operating conditions. The number and size of oil drain holes in a piston is based upon many factors, one of which is the type and tension of the ring. No doubt many, many rings will be fitted with no more test of tension than a squeezing in a mechanic's palm, but something more accurate is needed and is being found.

Putting piston and ring assemblies back into cylinders has tried the patience of hosts of mechanics. Sometimes the rings seemed possessed of a spirit of their own, an evil spirit in fact. Many are the sleeves, bands, wires and clamps devised to reduce the stubborn rings to submission. Bell-mouthing the bottom of the cylinder bore helps when pistons are inserted from below, but bell-mouthing the top of the bore is frowned upon by combustion chamber designers. The job has been licked by piston inserters of various types.

BEARING SCRAPING IS SCRAPPED BY MACHINES

Shop equipment to do the job: oil pressure test outfit, connecting rod reamer or boring machine, fillet cutter, main bearing line reamers or boring bars, micrometers, feeler gages, dummy crank pins, engine and running-in stands



This mechanic is setting the cutter of a main bearing boring bar to exact size by measuring with a micrometer. Two cuts are made, a roughing cut and finishing cut

ONE photograph is missing from the group illustrating this article. Our intention to show a close-up of a mechanic hand-scraping a bearing, in contrast to machining views, was thwarted by the fact that not a single bearing scraper could be found in a large, well-equipped and busy service establishment. Which, as a parson might observe, makes a text.

Bearing equipment has eliminated hand-fitting of bearings, doing a better job in less time and at much less cost. What has become of the old-timers who boasted of "a set of three mains, about 90 per cent surface, in three working days?"

Another advantage of modern equipment is that bearings may be machined in a central shop and forwarded to a truck at any distance with the assurance that they will fit without hand-scraping. Many shops maintain records of crank-pins' sizes in engines they service so that rods can be sent out at any time, even for roadside jobs.

Looseness in connecting rods in a pressure-lubricated engine is revealed not by a slight knock but by excessive oil consumption and, perhaps, oil pumping. Bearings may wear until they are throwing off too much oil, without knocking.

The oil pressure test, conceived of necessity, shows the condition of main and connecting rod bearings with no more dismantling than dropping the oil pan. Oil under air pressure is fed from a tank through a flexible tube to the lubricating system. The amount of oil dripping from each bearing shows its condition. Normal flow is drop by drop. On bearings with some wear the drops become more numerous. From a loose bearing the oil flows in a steady stream. Meanwhile any stoppage, complete or partial, in the passages may be detected. Equally effective is the oil pressure test for fit of new and machined bearings during engine assembly.

Lots of connecting rods are still being fitted, in spite of the popularity of interchangeable, non-adjustable bearings. Two types of machining vie for favor in this field—reaming and boring. The reamers are special-sized adjustable types which cut a smooth circular surface. The boring bars, or fly-cutters, are incorporated in fixtures which support the rod in position and pilot the bar and cutter along an axis which is parallel with the

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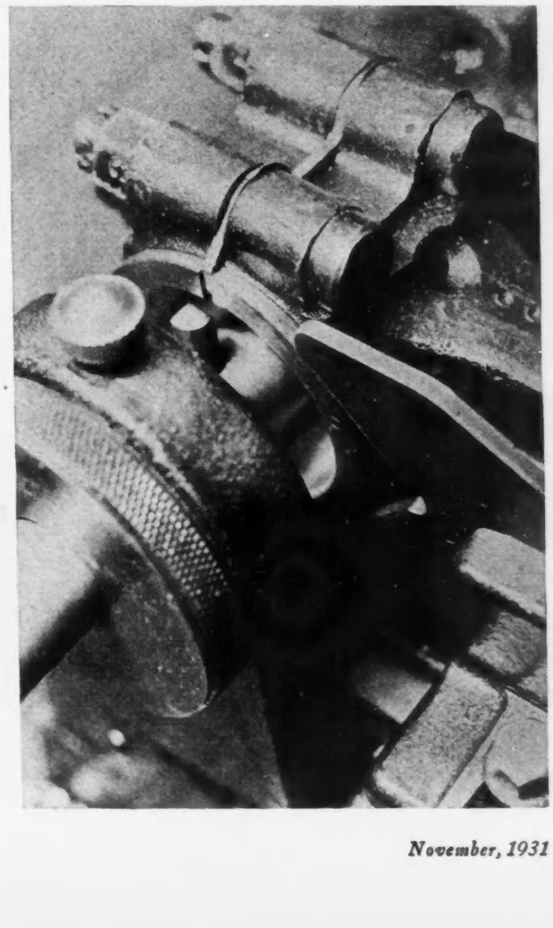
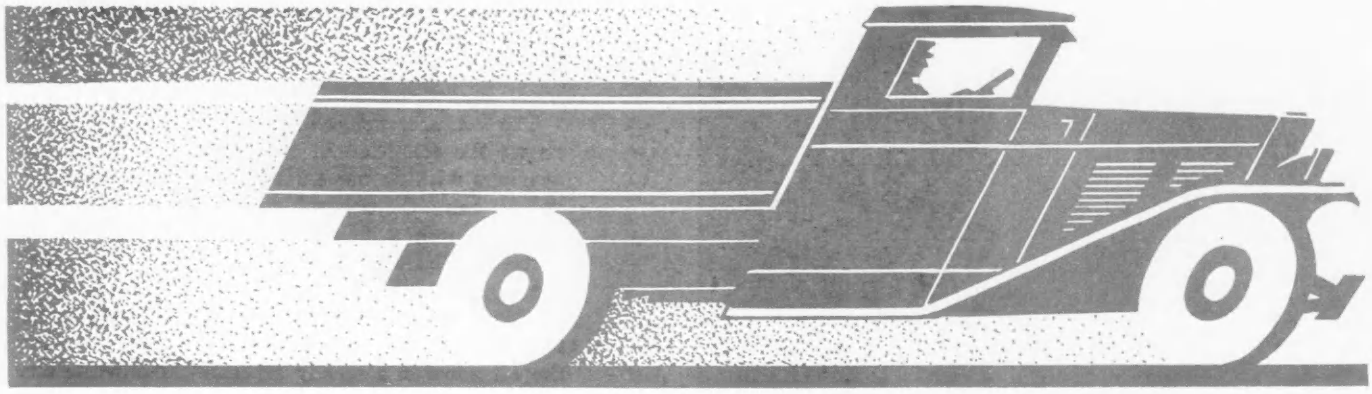


With connecting rod rigidly supported in position the cutter machines the lower end bearing to size and in alignment

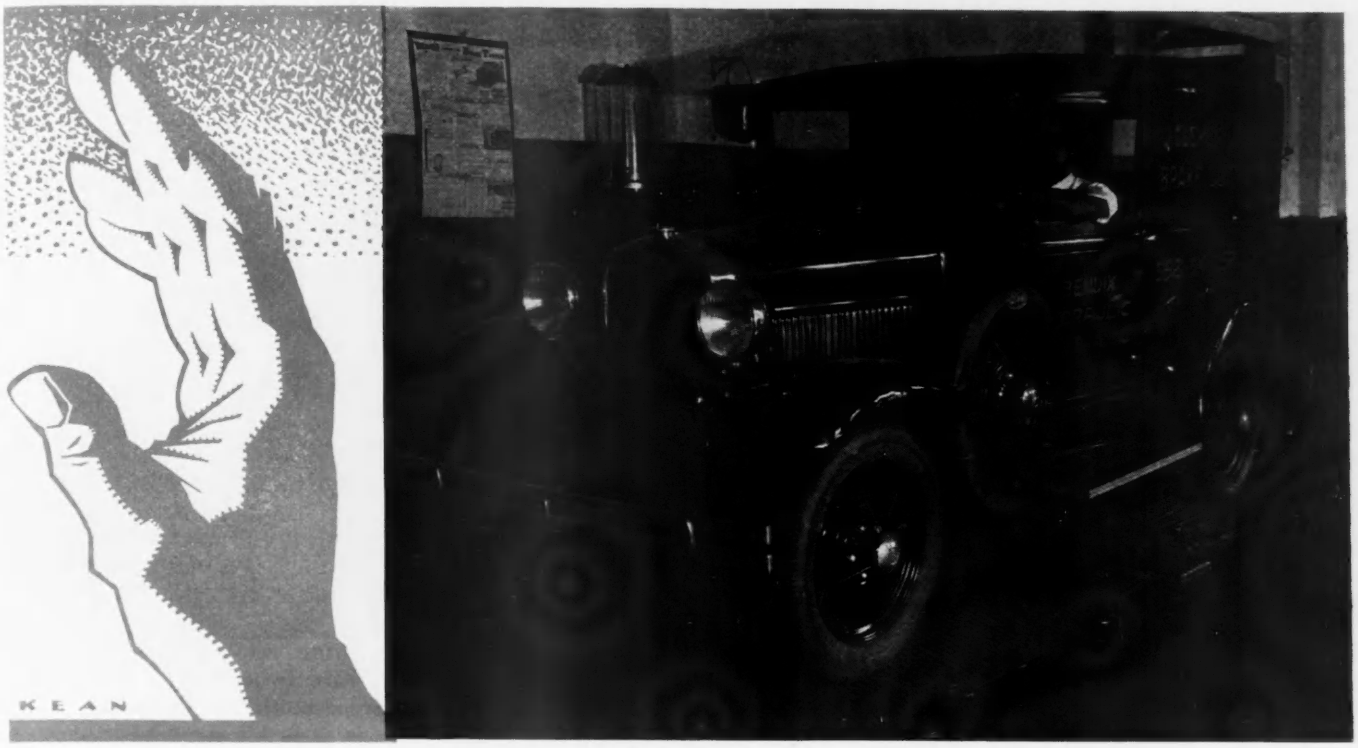


EQUIPMENT SPEEDS

Shop Equipment to do the Job:

- Inspection and Testing
  - Decelerometer
  - Brake tester
    - Floor type
    - Wheel type
  - Clearance gages
  - Pedal depressor
- Adjustment and Repair
  - Wheel pullers
  - Jacks
  - Wheel jacks
  - Special wrenches
  - Spanners
  - Drills
  - Riveter
  - Dummy drums
  - Lining cutters
  - Lining clamps
  - Lining grinder or buffer
- Adjusting jigs or gages
  - Drum lathe
  - Drum grinder
  - Cylinder hones
  - Bleeding tanks

Top, page 25: Brakes are tested with the vehicle in motion on this tester. Brakes are applied as the wheels pass over floor plates. Force on the plates, which is the braking effort, is shown on pressure gages. Left: The illustration, however, shows a mechanic punching old rivets out of an external operating shoe. Some riveters also serve as punchers. Conversion is accomplished by substituting a special die for the purpose



UP BRAKE SERVICE

Up-To-Date Shops Also Demand That Brake Work Be Right and Stay Right

A COMPREHENSIVE grasp of mathematics is not essential for determining that trucks, operating under present-day conditions, are hard on brakes. A glance at any scrap pile, or a study of shop orders, will show that brakes suffer brutal punishment. A ready explanation of the situation is found in a formula which many learned in school days. It is written

$$E = \frac{MV^2}{2}$$

which, applied to a motor truck, shows that momentum, the energy which must be absorbed by the brakes, increases directly as weight increases but as the square of the speed. For illustration, at any given speed it takes twice as much braking to stop a truck with a gross weight of 20,000 lb. as a 10,000-lb. vehicle. But note the effect of increasing the speed: the formula shows that a truck traveling at 40 m.p.h. is four times (not twice) as difficult to stop as a vehicle going only 20 m.p.h.

Increasing loads on brakes are the demands of traffic. Quick stops are the order of the day—and the traffic officers. When a vehicle ahead stops suddenly, or a boy on a bicycle swoops out of a driveway, or some other emergency arises, a truck must halt, almost instantly. Trucks with excellent brakes can decelerate several times as fast as they can accelerate, which means that brakes must absorb several times as much energy as the engine develops.

Two other conditions which puzzle designing engineers developed as speeds increased and stops became, of necessity, shorter. Demand for lowness in appearance in trucks and adoption of balloon tires brought about a decrease in size of wheels, in which brake drums are mounted. The second condition is the general improvement in design and material which led owners to expect much longer life in all wearing parts than formerly.

Brake designers met the challenge, and, despite all handicaps, found ways to stop high-speed trucks with brakes that gave tens of thousands of miles of service with a minimum of attention or trouble.

Maintenance shops, meanwhile, found entirely new problems before them. Clearances measured in thousandths of an inch, ratios of braking front and rear, and two different kinds of lining on the same wheel were but a few of the new things. And, as in the case of brake design, each new problem in maintenance was solved as it arose.

A shop equipped for brake work turns out jobs on a production basis with little guesswork or trial-and-error procedure. Each operation is performed in a certain manner for a definite reason and to a standard. This does not mean that no skill or judgment are used. On the contrary, troubles are detected and cured in a

fashion quite the opposite of the haphazard. Individual problems are considered; specific remedies evolved. One shop was called upon to stop squeals on a light delivery job in traffic and to lengthen life of linings on a dump truck on road work in the mountains (relinings lasted two weeks) all in one day.

The first essential for any brake work is a test to show what, if anything, is required. The simplest test is that of jacking up all four wheels, applying the brakes slightly and then turning each wheel, in sequence, by hand. If much testing is to be done, the four jacks are replaced by a hoist or lift which raises the vehicle as a unit by pressure under the axles, leaving the wheels free to turn. Drag of the wheels may be measured by a scale attached to a handle.

Both electric power and vehicle inertia are used to test brakes in the mechanical testers. In one power type the wheels are placed on pairs of rollers which are driven by electric motors. When brakes are applied, the rollers tend to move around the tires and the resistance is measured on a scale. This action is like that of pulling the road under the vehicle. A similar action is used in another type of tester, in which plates on which the wheels rest are pulled by air cylinders. In both cases, of course, the vehicle is blocked in position.

In the inertia testers the vehicle is driven over plates and the brakes applied, as shown in one of the accompanying illustrations. This action moves the plates forward, and this force is registered on gages.

Most of the adjusting of four-wheel brakes is done with wheels off the floor, and when a hoist is used to elevate the vehicle, it may be placed within the area of the tester so that tests and adjustments may be alternated, as required, without moving the vehicle.

Brake-lining machines apply rivets in countersunk holes as fast as the operator can move the shoe into position. Many machines have automatic feed

The brake pedal must be held in a fixed position while brakes are tested on the power machines or by hand. This can be done by an extra man, but at best it is difficult for a man to hold his foot absolutely still. To overcome this difficulty, and to make brake adjusting a one-man job, pedal depressors are employed. They may be adjustable rods backing against seat structure or a pneumatic cylinder type of mechanical leg.

Internal brakes usually are shielded and the inside of the drum and the lining are hidden from view. Holes are provided in the backing plate so that clearance may be measured at this point by means of a feeler. If clearance is not uniform throughout the length of the shoes, a single measurement will not suffice and shoes are adjusted on a dummy drum, placed in position after the wheels are removed.

Removing wheels, especially dual-tired rears, is no picnic. Wheel pullers are essential on the larger sizes, and the assembly must be supported on the way out. Many mechanics rely upon greased plates for moving the wheel sidewise, either off or on. Floor cranes are frequently used for this purpose and they carry wheel and tires complete into the machine shop for machining the drum.

Actual relining of shoes has been so simplified by machinery that many establishments supplying lining offer to apply it for nothing. Rivets are punched out by a single thrust of a pedal and applying new rivets is just as easy, although another machine is ordinarily employed for the purpose.

Removing and replacing heavy brake-shoe springs is a job which tries the patience of mechanics. Some of these springs are so stiff that they cannot be stretched with ordinary pliers. Special pliers and prying tools make this task easy.

Taking off one set of shoes and putting another in its place is all there is to the actual brake relining in many shops, because they use exchange sets of relined shoes.

Running-in or "setting" new lining is almost a thing of the past, for the very practical reason that there are no high spots on the linings. After the lining is applied it is ground to a smooth and true surface on special grinders. If the curvature is right, the lining will contact the drum throughout its effective area, and there is no need to wear off the high spots and then make a second adjustment.

Effective braking action and reasonable length of lining life depend upon the wearing surface of the drum as much as upon the lining. The scoring which takes place in drums is alarming to behold in many cases.

Erratic action and noise ensue when drums run eccentric; when drums become oval-shaped they are almost useless.

Truing the inner surface of a drum by itself is easy, but drums are not used by themselves but attached to wheels. It is possible, of course, to remove the drum, machine it and bolt it back in place again. But the chances of getting a perfectly true assembly are small. Therefore, the drum is reconditioned while in place upon the wheel, frequently with tires mounted.

Swinging wheels and tires requires a turning machine with plenty of swing. The general shop lathe serves for this purpose if made with a gap in the bed or equipped with head and tailstock blocks. If much drum truing is to be done, drum lathes are used. They incorporate the same driving and feed mechanism as conventional lathes, but have no tailstock and the work overhangs the machine. Another popular type is based upon boring mill design, the wheel being revolved while in horizontal position, as shown in one of the accompanying photographs. Some drums, like those in the Ford, are finished with a rolling process, and this cannot be duplicated in ordinary shops. Factories advise against turning such drums.

Operating parts of hydraulic brake systems obviously are different than those of mechanical systems. Bleeding, a common operation, can be done with no more equipment than a glass jar and a bleeding hose. But more convenient is a bleeding tank which holds enough to bleed and refill several systems without refilling. Another operation peculiar to hydraulic systems is that of honing brake or master cylinders right in the chassis. These small hones are driven by portable electric drills.

Air-brake systems contain air compressors and controls in addition to the brakes and operating diaphragm. Compressors are similar in construction to miniature engines, and mechanics have little trouble in fixing them. The job can be tested by driving the compressor by electric motor and measuring pressure, cut-in point and leaks by means of pressure gages. Tests on the system in the chassis are made by pressure gages.

BEARING SCRAPING IS SCRAPPED BY MACHINES

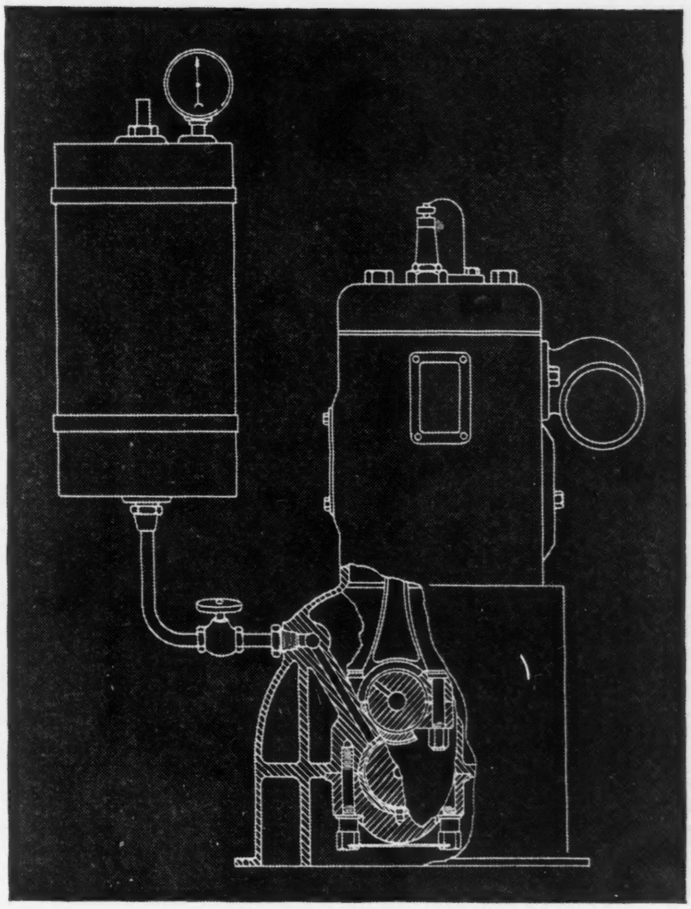
CONTINUED FROM PAGE 23

axis of the wrist pin. Another type of cutter turns fillets to the proper curve and the total width is measured by mikes. In many of the fillet machines the rod is revolved about the cutter, rather than cutter in the rod bearing.

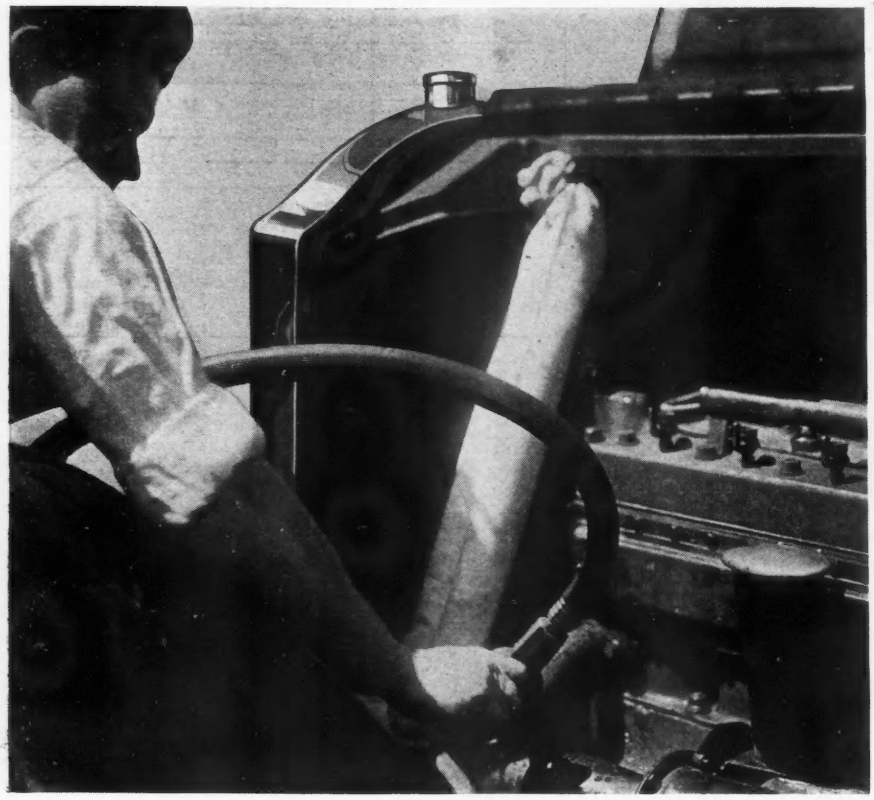
Both line-reaming and boring are old methods of cutting bearings to size and in alignment. Much ingenuity has been displayed in design of equipment required to apply these methods to machining engine main bearings. General purpose machines are adapted to a large variety of engines and even the special machines take care of two or three types of engines. Much thought has been given to saving time in set-up of these main bearing outfits. The whole job depends upon the accuracy with which the machine is assembled to the crankcase. Shimming with strips of paper or blocking up with odd pieces of steel takes a lot of time. Actual reaming takes but a few minutes.

A modern shop turns out main bearings which last approximately as long as the original factory production.

Above: Worn, or eccentric drums are reconditioned in large lathes, special lathes or vertical boring mills. Tire and wheel are in place during machining



Right: The oil pressure test for checking clearance and fit of bearings and freedom of flow in oil passages is made by connecting lead from a tank of oil under pressure to the engine and watching the discharge from each bearing



FLUSHING WASHES

About 20 Per Cent of Overheating Causes Can Be Eliminated By Modern Methods of Cleaning Cooling Systems

FEW truck maintenance jobs are more irritating or expensive than those which center on the cooling system. The cooling systems of the majority of today's trucks are fully as delicate in operation as those being built for passenger cars; the service to which they are subjected is much tougher, and from today's service standpoint, their maintenance is most important.

Although there are about 50 causes of overheating, only 8 or 10 of which are traceable to the cooling system, for the purpose of this article we will assume that timing, lubrication, loading, power transmission, brakes and all other parts and functions except the cooling system are normal. Cooling system troubles can be eliminated by proper maintenance, providing the design of the cooling system is such that its tendency to overheat is not drafted in on the original drawing.

Although some maintenance operations are now more or less matters of regular routine in the better run shops, cooling system service is still supervised mostly by the driver, at least to the extent

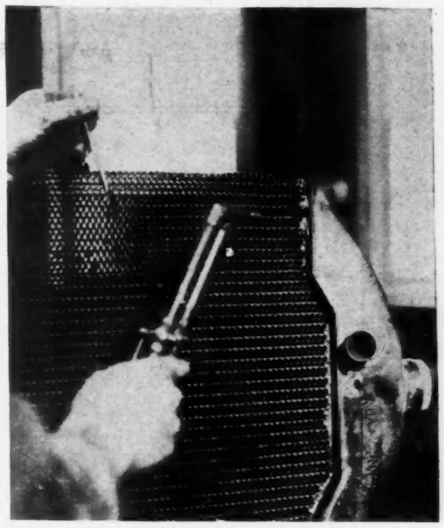
Top: The proper way to reverse-flush a radiator. The flushing stream is forced up through the core from the bottom and out of the top hose connection. The overflow hose carries the exhaust stream away from the engine

where nothing is done until he rolls in off the shift 10 deg. hotter than the radiator.

A modern service shop attending to an overheating system proceeds with the following method of cooling system cleaning:

Drain the cooling system. This should be done after the engine has run a few minutes and by breaking away the lower hose connections as well as opening the draincocks. The open hose gives the water a chance to gush out, carrying with it some of the muck. The draincocks carry off the low spots.

While the system is draining, mix a solution of 1 lb. of Oakite for each 3 gal. of water in the system, or mix one of the cleaners on the market according to directions. Warm water is preferable to cold, since the cleaner will dissolve more quickly.



Leaks sprung in the cores of radiators can be corrected with flame and solder

Close the draincocks, connect the lower hose.

Pour 1 qt. of kerosene oil for each gallon of water into the empty cooling system.

Fill the system with cleaning solution to within a few inches of top.

Start engine, retard spark and run till hot. Idle 15 to 20 minutes hot. While the engine is idling, inspect the points marked on the accompanying diagram following equipment:—for leakage. Assemble Air-line, pressure not to exceed 70 lb.; waterline; flushing tool. Attach water line to gun.

Stop engine. Drain cleaning solution by opening lower hose and draincocks. Operator must be careful not to scald himself.

Break away upper hose, and attach overflow pipe (comes with gun; or old inner tube).

Apply flushing gun to lower radiator hose, turn on water and flush

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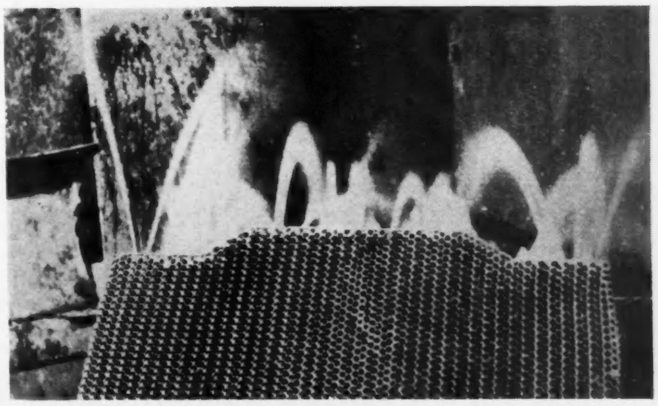
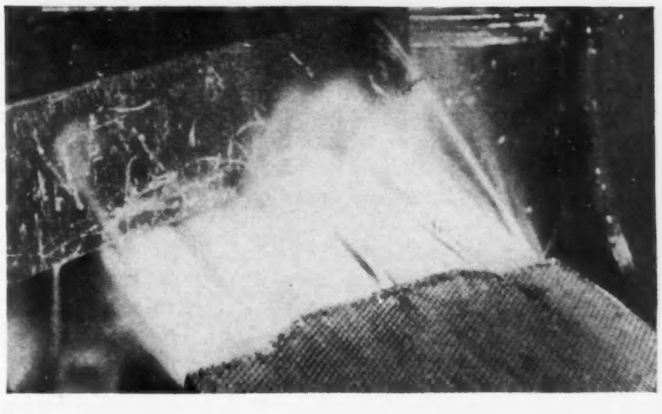
OUT COOLING CARES

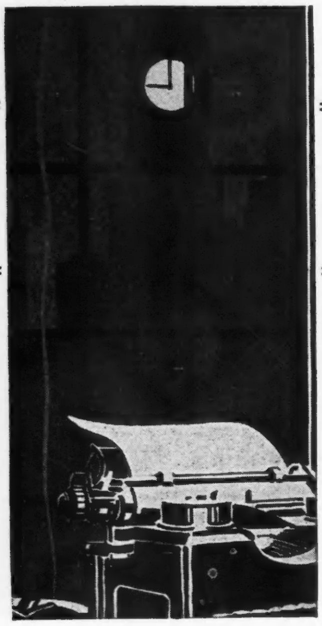
Shop Equipment to do the Job:

- Compressor
- Flow meter
- Air gage
- Guns or nozzles
- Hose
- Cleaning compounds
- Screw driver
- Wrenches
- Buckets
- Drain pans
- Filling cans
- Testing tanks
- Torch
- Solder
- Soldering irons
- Cleaning brushes
- Punches
- Files
- Taps and dies
- Hacksaw
- Pliers
- Grease gun
- Drills





Radiators with cluttered cores prevent even passage of water. The upper view shows spurting streams ejected from a cluttered radiator, while the lower illustration shows the even ejection of a cleaned radiator



AFTER HOURS

All Eyes Are on the Shops

Truck maintenance shops all over the country had as much responsibility thrust upon them by the business depression as fell to the lot of President Hoover. And both of them—unless you're a Jeffersonian Democrat—are meeting the responsibility bravely and acquitting themselves nobly. Since this isn't a political screed, let's drop the president without even whispering "we want beer."

When truck users went on a buying strike they took trucks in use for one of the hardest rides in history. They continued to operate them long after their normal period of efficient usefulness had passed. To keep them on the roads became the task of the maintenance shops in trade and fleet establishments. Today in these establishments nothing is more important than the maintenance department. And in the maintenance departments nothing is quite so important as the equipment which enables mechanics to do the work speedily, efficiently and economically.

That is why this number—the Special Shop Equipment and Maintenance Issue—is timely and significant. Its entire emphasis is on how to make use of shop equipment, and it fulfills its purpose by dealing specifically and practically with the more frequent maintenance operations.

This winter the motor truck industry will face the toughest maintenance task it has ever encountered and the weapon that will battle interruptions most successfully is shop equipment.

I. C. C. Decision Ruins a Boom

The truck industry really should go into mourning over the Interstate Commerce Commission's refusal to give the railroads a 15 per cent increase in freight rates. In so doing, the commission was actually kind to the railroads —although they wouldn't admit it —and hard on the truck industry.

While the rate hearings were in progress, economists and shippers made it plain to the commission that the increase, if granted, would result in wholesale diversion of freight traffic to transportation agencies competing with the railroads—motor trucks, waterways, etc. The commissioners were particularly impressed with the motor truck. So impressed, in fact, that in their report they declared the railroads greatly underrated the extent and potentialities of truck competition. The commissioners had this to say:

"Movement by truck has been principally effective on less-than-carload traffic and relatively short hauls, but it is continually extending to more and more traffic and for longer distances, as trucks and trailers are enlarged and highways improved. At present, it is aided by prevailing low prices for gasoline and rubber and the oversupply of labor. The carriers introduced evidence to show that it would be feasible for the trucks to divert only a comparatively small amount of additional tonnage, even if rates were increased. But, without exaggerating the menace of this form of competition, we are convinced that the carriers have underrated it, and that its possibilities are materially greater than they are prepared to concede."

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Saw Need For 400,000 Trucks

Granting that the economists and shippers were correct in their assertions that increased rail rates would divert traffic to motor trucks, what benefits did the motor truck industry stand to inherit? The maximum effect, provided diversion to trucks completely nullified a 15 per cent increase, would have been the sale of 400,000 trucks, representing an investment of $1,200,000,000. (Now you see why we ought to wear crepe on our sleeves.) These aren't our statistics; they belong to Dr. Julius H. Parmelee, director of the Bureau of Railway Economics. The 400,000 trucks in order to handle the additional diversion of 27 billion ton-miles of freight, he figured, might range in capacity from two tons up, but would have to average a rated capacity of 3.6 tons.

The doctor's figures shape up about as presentably as a 200-lb. burlesque soubrette. He overlooks the existence of trailers and the quite common tendency to overload. But while recognition of these factors would alter his 400,000 figure, his estimate of the $1,200,000,000 investment might hold in view of the fact that he figured the average price of a 3.6-ton rated capacity truck at only $3,000. The average 3½-ton chassis, without body, sells well above that price.

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600 Millions 300 Millions

Of course, only a violent optimist fit for a strait - jacket would expect trucks to completely nullify a 15 per cent increase, but indulgence in more conservative speculation still gives us the ethereal sensations that opium eaters write about. For instance, if trucks took 50 per cent of Dr. Parmelee's ton-mile calculation it would still represent $600,000,000; and if only 25 per cent, a wholesome, not-to-be-nose-thumbed $300,-000,000.

Oh, well, the railroads didn't get their 15 per cent, so let's come down to earth. Yes, and wait for the next move in the railroad game. Back in September we said they wouldn't get the 15 per cent increase; that what they were after chiefly was a readjustment of wage scales. If you've been watching the daily newspapers, you know that the tom-toms have begun to sound the attack.—G.T.H.

Light Delivery Panel Truck—Disc wheels. Price including body **$555**. 1½-Ton Panel Truck. Disc wheels. Price including body **$760**

Chevrolet six-cylinder trucks

cost less for gas, less for oil, less for upkeep

"Our gas consumption has been lower on the Chevrolet six-cylinder truck than any other type of truck we have used. Our oil account has decreased over 40%. Our repairs have been insignificant."—*Savannah Georgia Laundry, Savannah, Ga.*

"I have driven my Chevrolet truck 80,000 miles, and as yet it has not been necessary to have a major repair made to the motor."—*R. R. Stanley, Dallas, Texas*

"Hundreds of stops and starts don't help gasoline mileage any, but we find that Chevrolet gives better mileage under these conditions than any other make of car or truck."
—*Castberg Creamery, Powell, Wyoming*

The files of the Chevrolet Motor Company and its dealers contain letters from owners in every hauling and delivery field. And almost without exception, these letters confirm the established fact that Chevrolet six-cylinder trucks cost *less* for gas, *less* for oil and *less* for upkeep. One typical Chevrolet model, with many unusual economy-records to its credit, is the six-cylinder half-ton panel truck, illustrated above.

Many leading fleet users, as well as grocers, florists, dry cleaners and hundreds of other retail establishments, are buying this big Chevrolet delivery unit in constantly growing numbers.

They are proving, week after week, the dollars-and-cents value of such economy-features as the fast, smooth, 50-horsepower 6-cylinder engine—the efficient carburetion, cooling and lubrication systems—the long rugged chassis—the full-capacity Chevrolet-built body. Their records show that no other truck of this type is so economical on gas, oil, tires, upkeep and service. And, like all Chevrolet models, this truck is one of the lowest priced in the commercial car market—$555,* complete with the handsome Chevrolet-built body. Value like this has naturally won the Chevrolet line wide and favorable recognition among truck users as the logical means to reduce transportation costs.

COMMERCIAL CHASSIS.............. **$355**

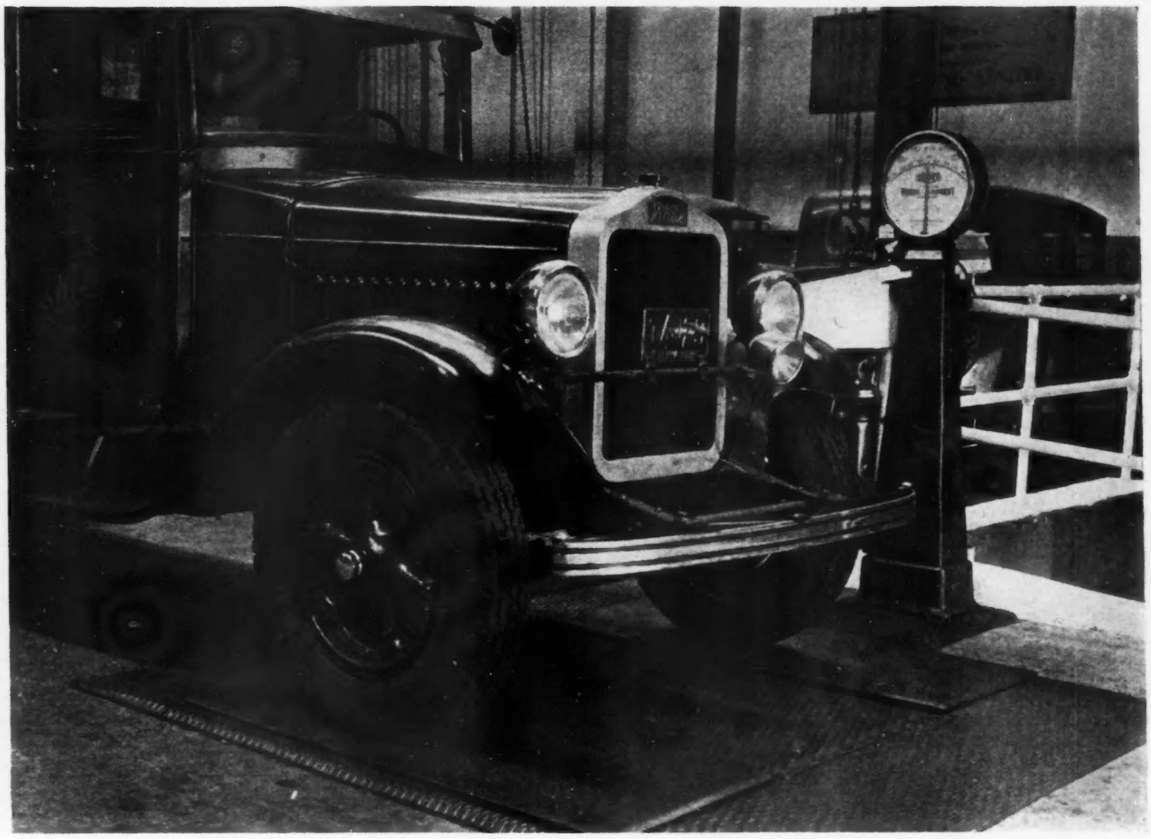
1½-Ton Chassis with 131" wheelbase (Dual wheels optional $25 extra)..$520

1½-Ton Chassis with 157" wheelbase (Dual wheels standard)..................$590

*All chassis prices f. o. b. Flint, Mich. All truck body prices f. o. b. Indianapolis, Ind. Special equipment extra. Low delivered prices and easy G. M. A. C. terms. Chevrolet Motor Company, Detroit, Michigan, Division of General Motors.

CHEVROLET SIX CYLINDER TRUCKS

For Lowest Transportation Cost



FRONT END JOBS

Conserve Tires, Ease Steering and Reduce Wandering. Inspection Is Major Part of Job

WHEN wheels have too much toe-in they slip as they rotate resulting in excessive tire wear; when there is insufficient toe-in hard steering results as well as wandering and tire wear; reduced caster causes wandering and increases toe-in; excessive caster produces shimmy and brings vehicles out of turns into the straight-ahead position too violently. These briefly are some of the effects of misalignment in the front ends of vehicles. There are more, but these suffice to show the importance of the front end alignment job.

Shops desiring to handle such jobs must first understand caster, camber and toe-in and the principles underlying their relation to each other, and secondly have the necessary instruments for checking and correcting.

The simplest part about the front-end alignment job is determination of the fact that the job is needed. The clues which are readily observed are hard steering, shimmy and excessive and uneven tire wear. But here the simplicity ends. Location of the cause is the problem. While it is possible to check a front axle and its wheels without special equipment, the work can be done more quickly and accurately with gages designed to measure toe-in, camber and caster and devices which will disclose a bent frame and shifted front and rear axles. A complete front-end job necessitates checking of all these points because all are related to each other and changing one often affects the others.

To show how camber, toe-in and caster are related, we'll start with camber and describe what it is and what it does, which will reveal to the reader the elements that must be considered in conducting an inspection.

Cambered wheels are tilted out at the top with the result that the distance between the tops of the two front tires is greater than the distance between the bottoms. Because type of tire affects proper understanding of the purpose of camber we will first consider camber in connection with high-pressure tires, then balloons. The reason for the 4 or 5 deg. camber of wheels equipped with high-pressure tires is to obtain easy steering through center-point steering and to reduce side thrust on the king pins.

During the height of high-pressure tire use vertical king pins were the rule (some, however, are still straight). Then with wheels cambered, a line drawn through the king pin would strike the ground at approximately the same point as the center of the tire contact on the ground. This is the condition known as center-point steering, and the further these points are apart, the more difficult it is to steer the vehicle.

When the tire contacts the ground

"outside" the point where the center line of the king pin would strike the ground, there would be a force (when the truck is driven) tending to make the wheels toe out. When the tire contacts the ground "inside" the point there would be a force which would tend to increase the amount of toe-in. To turn the wheels under either of the conditions requires effort. Trucks are so designed that the tire center contacts the ground slightly "outside" the center line of the king pin so as to increase steering ability.

Now as to side thrust on the king pins. The weight of the truck transmitted to the ground through the wheels will tend to pull the wheels in at the top, resulting in side thrust on the king pins. This side thrust will be a maximum with vertical king pins and no camber in the wheels and is reduced to a minimum when the tires contact the ground at the same point as the center line of the king pins.

Shop Equipment to Do the Job:

General:
- Lifts
- Ramps
- Jacks

Inspection:
- Drive-on plates
- "Weegee" boards
- Wheel balancers
- Toe-in gages
- Camber gages
- Caster gages

- Frame gages
- Squares
- Levels
- Scales
- Tapes

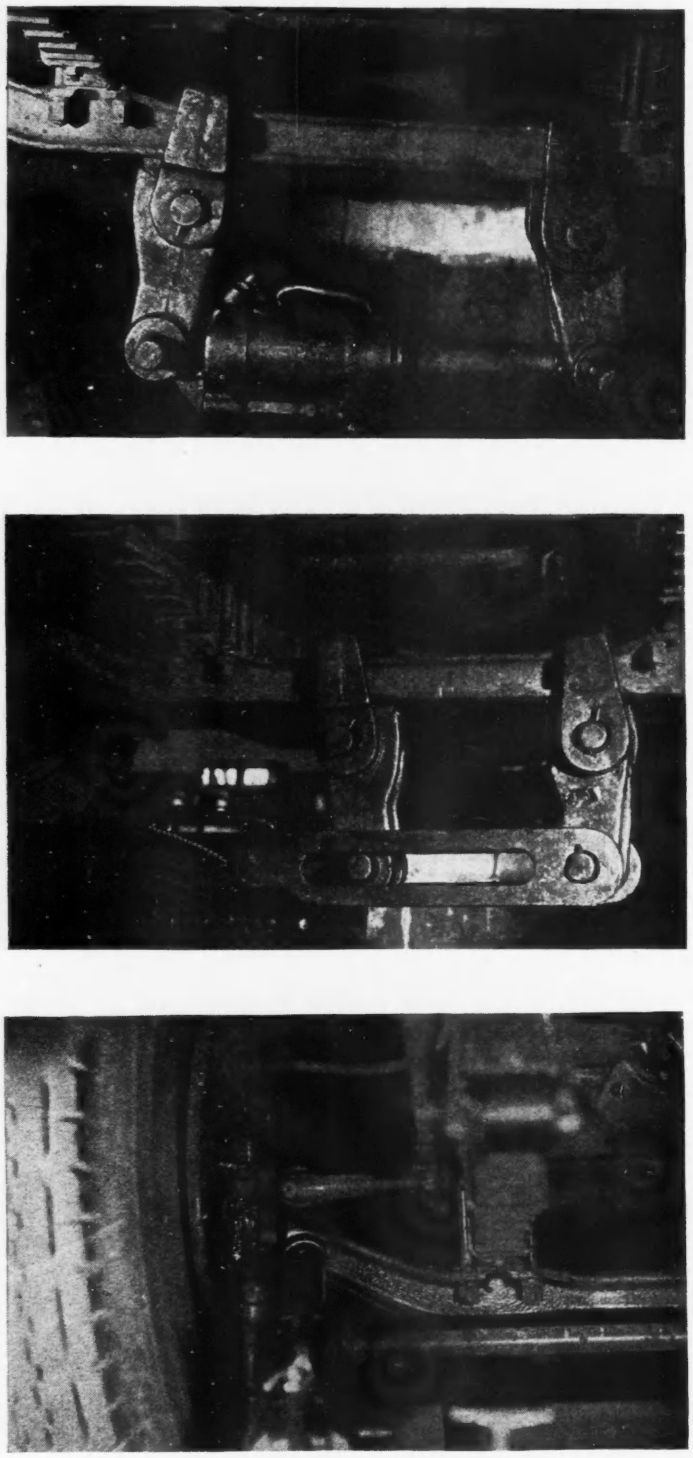
Repair:
- Axle presses
- Hydraulic jacks
- Clamps
- Frame straighteners
- Hand tools

Reducing this side thrust makes the truck steer easier.

When balloon tires and four-wheel brakes were introduced difficulties arose, which resulted in shimmy and rapid tire wear. Because a balloon tire has a much greater area in contact with the ground than a high pressure tire scrubbing action (pulling of tire on one edge and dragging

SHACKLE SHIMMY

Top page 32: Drive-over type of alignment indicator. As wheels pass over the plates of this tester excessive or insufficient toe-in is recorded in number of feet side-slip per mile on the meter. Above: Camber is outward inclination of wheel and amount can be measured by instruments of this type. Readings are in degrees



Axle presses greatly simplify front end work. To reduce camber the press is assembled on the axle as shown in the top view. The hydraulic jack between forces the axle ends upward. To increase camber the force is reversed by assembling the press as shown in center illustration. The jack placed in a link between the left pin and the pin of the left press exerts a force toward the right. How the press is used to take out a bend in the front axle between the spring pad and axle end by pressing forward is shown in the lower view

on the other) of the tire is accentuated. When a wheel is cambered the radius of the outer edge of the tire is less than the inner edge. As a result, when the truck is driven, the edge with the smaller radius will try to turn oftener, for each mile, than the larger radius of the inner edge. Balloons with their lower pressures and larger ground contact areas increase the difference between these two radii.

Reducing the amount of camber overcame this difficulty, but with vertical king pins hard steering resulted. This led to development of the inclined king pin. In this design the wheel is given only one or two degrees of camber, but the top of the king pin is tilted away from the wheel so that its center line will intersect near the center of tire contact. Many mechanics, when describing this design, say that the camber was taken out of the wheels and placed in the king pins.

An interesting effect of the inclined king pin is that it tends to keep the wheels in the straight-ahead position and in this aids caster. It does this because the spindle falls or rises when swung from the straight-ahead position, which action the weight of the truck resists.

The purpose of toe-in is to reduce tire wear and make the vehicle easier to steer. There are in general two explanations as to what toe-in actually accomplishes. The first and more common is that when a vehicle is driven the tendency is to force the wheels apart at front. Toeing-in keeps the wheels parallel when the vehicle is moving, besides taking care of any springing or wear in the steering arms and tie rod. The other explanation is based on the idea that when a wheel is tilted (cambered) it will tend to fall outward and the wheels are toed-in to overcome this tendency.

The purpose of caster is to keep automatically the wheels in the straight-ahead position. This effect is produced by tilting the top of the axle backward. Before the adoption of the inclined king pin caster was set about 5 deg. but this has been decreased to 1 to 2 deg. because inclined king pins aid the caster effect. Insufficient caster will cause the vehicle to wander and requires constant attention of the driver, while excessive caster makes steering difficult—turns are resisted and returns to straight-ahead positions are violent.

Theoretically, lines drawn through the center of the king pins and the end of each steering arm should cross each other midway between the chassis side rails. According to the Ackerman principle, this point should be at the center of the rear axle, but on present-day vehicles this point is generally in front of the rear axle.

Front wheels are toed-in in the straight-ahead position, but on turns the wheels toe out, and it is the angle and length of the steering arms that control the amount of toe-out on curves. This is necessary so that all the wheels will be turning about the same point. Naturally, if one of the steering arms is bent, this toe-out will be incorrect, the car will steer hard in one direction or the other.

A mechanic not experienced with front-wheel alignment will often attempt to correct for a bent steering arm by adjusting the tie rod. This will correct the toe-in for the straight-ahead position only, and the *only* way to do the job is to bend the steering arms or install new ones. Incidentally, all manufacturers advise that front axle parts should be bent cold, as heating will weaken them as much as 50 per cent.

Misalignment anywhere in the front end may be the cause for any of the many troubles listed earlier in this article. When any of these troubles indicative of front misalignment becomes annoying the trouble should be located immediately and corrected, otherwise the condition will become worse, excessive wear will result and broken parts may lead to disaster. All kinds of instruments are on the market for readily checking camber, toe-in and caster against the standards established by the truck makers. Charts and specifications

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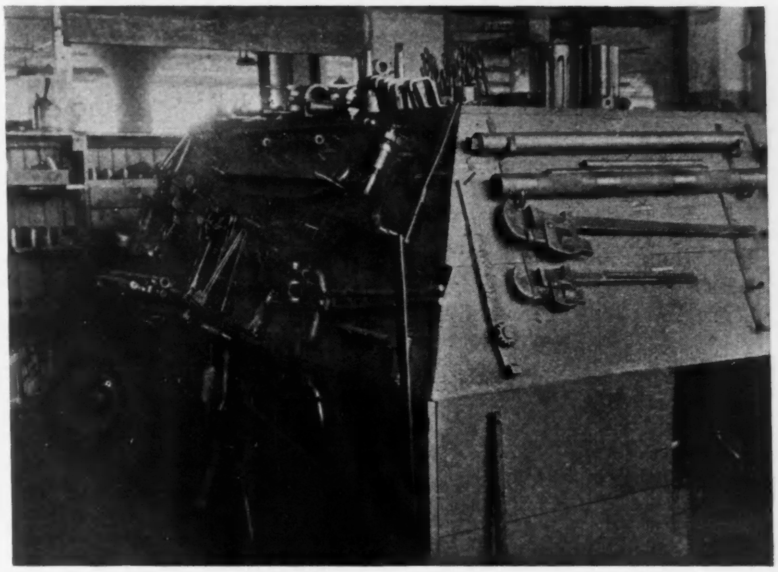
The four sides and top of this stand equipped with hooks and hold-on irons are used for the safe-keeping and ready availability of tools, large and small



Stockroom Equipment:

Bins:	Stands
Fixed, sectional	Hangers
Fixed, adjustable	Trays
Portable	Brackets
Racks:	Hooks
Horizontal	Closets
Vertical	Shelves
A-frame	Tool board
Inclined	Counter
Compartments:	Window
Small	Screen
Large	Brass checks
Flat	

STOCKROOM FIXTURES ARE SILENT WORKERS

MONEY can be lost in the stockroom and conversely it can be saved. While efficiency in the stockroom was always regarded as highly important in well regulated repair shops the pressure of the times for retrenchment wherever possible has made stockroom efficiency imperative today. Managements combing their organizations in search for savings have not overlooked the parts inventory. Many establishments have cut this down to the minimum, yet still more savings can be effected by rearranging stockroom fixtures and general layout not only to fit the changed condition of curtailed inventories, but to save mechanic time, prevent damage to finished surfaces of parts as well as to delicate parts and to protect expensive tools against injury.

With proper bins, racks and stands and a little common sense an ideal stockroom layout and system can be readily devised. Plan of layout should be based on four fundamental points, namely: (1) assurance that a sufficient supply of stock is always available; (2) the expeditious furnishing of part or tool to mechanic on demand; (3) protective storage of part and tool; and (4) checking system for tools.

The board and brass check system of keeping track of tools saves time and tools. Valuable tools are locked in closet which also serves as table

The proper number and sizes of bins are, of course, essential in forming a smooth working inventory system. Various systems of stocking parts are employed. The number and alphabet method of listing in truck model groups or major part groups is one form. However, whatever the system, a logical sequence and easily followed arrangement of parts are essential. One way of bringing this about is through the judicious use of bin space. A flagrant and not uncommon misuse of valuable space is the storing of six or seven special bolts, bushings, or what not in a bin that could carry two or three gross of these parts. Bins should fit the needs of the parts they are to carry. Proper consideration of these physical requirements of a storeroom simplifies the maintaining of a complete parts inventory and saves mechanic time by eliminating the wasteful search for missing or misplaced parts.

Ingenuity has an excellent opportunity to demonstrate itself in the stockroom. The safe-keeping of delicate, bulky or awkward shaped parts and tools demands no little creative imagination from the storekeeper or shop superintendent. That shops have not been wanting in this ability is indicated by the fact that equipment manufacturers have frequently capitalized the ideas and home-made devices originating in shops, thereby making them available to other shops, cheaply and in more substantial form.

These devices take the form of racks, stands, compartments, etc., specially designed for a specific part or tool. Their purpose is accessibility, portability, space economy and safe-keeping. If not too large or heavy, racks, stands and bins are equipped with casters.

Radiators are heavy and large and can easily be stored on horizontal racks. Some provide space for as many as seven. They are supported on side rails of racks by their

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Crushed Fenders Are Saved From Junk Piles By Ironing Out Bumps and Accordion Pleats With Modern Hand and Power Tools

Right: Three finishing-up operations. Solder and gas flame are employed for closing small tears and filling small hammer dents. After soldering the surface is touched up with a sander. Small dings and irregularities often can be worked out with files. Files adjustable to various contours greatly simplify this operation

FENDER MASSAGING

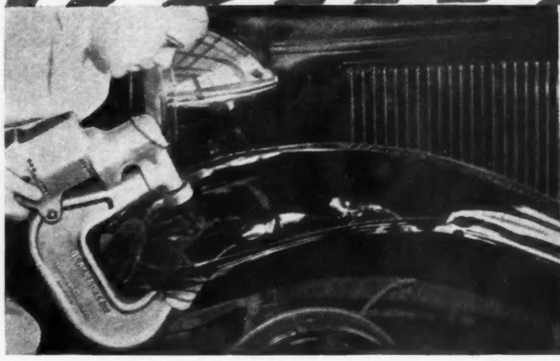
CROOKED fenders get another chance today. They don't end up in the junk heap as much as formerly. The experience of fender defenders has proved that it pays to extend fender usefulness by straightening them out. Modern methods and equipment have made rehabilitation possible and in most cases at prices much under the cost of new fenders, which of course is money in the pocket for service shops making such work a part of their regular service. Profit per job is very substantial and there are plenty of jobs—with highways crowded as they are today it is a pretty tough proposition to keep fenders from going wrong.

Repairs are accomplished with hand tools made for the purpose. This equipment is relatively inexpensive, and quite contrary to the opinion of many, who hesitate to take on this work, no great amount of skill is required. By following out a few simple instructions and spending a few hours on experimental bumping the ability to perform can be acquired by almost anyone.

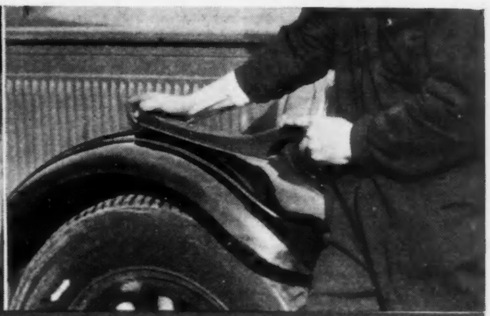
The first thing to be done on a fender job is to remove the wheel. This facilitates the work. Next determine from which side the major portion of the bump was made because removal op-

Shop Equipment to Do the Job:

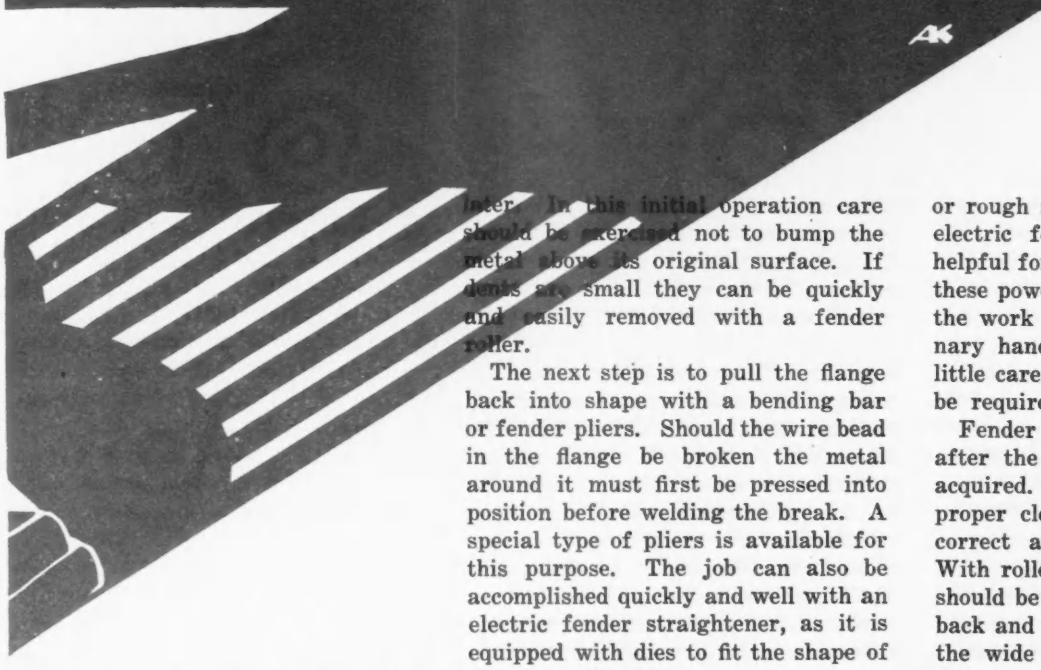
- Electric straighteners
- Rollers
- Dolly blocks
- Spoons
- Hammers:
  - Bumping
  - Ding
  - Half
  - Flanging
- Flexible files
- Adjustable files
- Bead pliers
- Fender jacks
- Shrinking tools
- Electric sanders
- Welding outfit
- Sand bags
- Mallets
- Chisels
- Shears
- Snips
- Clamps
- Emery cloth
- Cable
- Timbers



Electric fender straighteners (left) and fender rollers (right) speed operations, save money and in many cases do better jobs



FLATTENS WRINKLES



erations are performed on the opposite side.

If the fender is badly crushed the first tool needed in some cases is a bending tool to pull out the heavy folds; in other cases a roughing hammer may be preferable to start the work. With the roughing hammer the surface can be pushed back almost to its original form. Only a few medium blows struck on the deepest part of the bump are necessary. Remaining smaller bumps are left until later. In this initial operation care should be exercised not to bump the metal above its original surface. If dents are small they can be quickly and easily removed with a fender roller.

The next step is to pull the flange back into shape with a bending bar or fender pliers. Should the wire bead in the flange be broken the metal around it must first be pressed into position before welding the break. A special type of pliers is available for this purpose. The job can also be accomplished quickly and well with an electric fender straightener, as it is equipped with dies to fit the shape of the flange bead.

Fenders out of alignment are brought back into their original form with the use of fender jacks similar to that shown in the illustration. With them fenders can be pushed and pulled until restored to their proper contour. They also are helpful in holding fenders to their proper shaps while welding and bumping out dents. When rough bumping, aligning and welding operations are complete the fender is ready for the removal of small dents or rough spots. The fender roller or electric fender straightener is very helpful for this purpose. However, if these power devices are not available, the work may be done with the ordinary hand-bumping tools by using a little care. More time, of course, will be required.

Fender rollers are easy to handle after the trick of operation is once acquired. The secret of success is proper clearance between rollers and correct angle for holding the tool. With rollers adjusted loosely this tool should be held at an angle and rolled back and forth in such a manner that the wide roller will make a support over a large area while the smaller roller will cover a lesser area and thus lift the metal up to its original position.

Operation of the electric fender straightener is relatively simple. Dents are removed and beads and moldings restored by installing proper dies in the tools and moving it over the damaged surface. The tool is equipped with different length arms so that dents some distance from the edge may be reached and with dies for shaping almost any desired contour including dents over fender irons or other difficult places.

When using hand tools there are certain fundamental elements to bear in mind, principally that several light blows are better than a few hard blows; that the dolly block used should always fit the curvature of the surface; that the dolly block and the face

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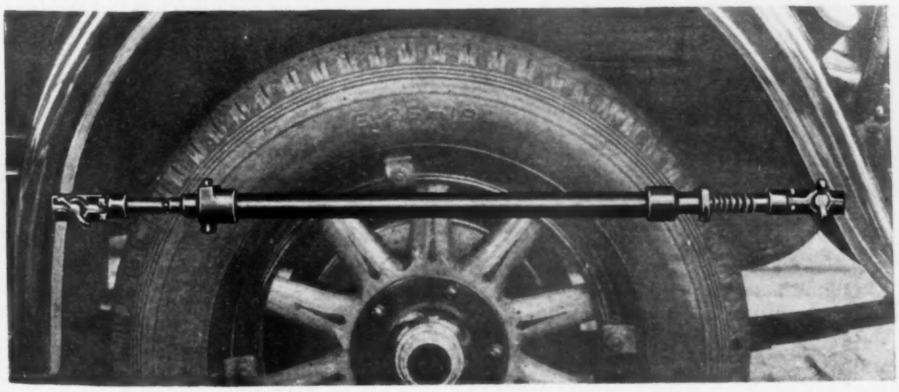


Fender jacks save time when pushing and pulling fenders into shape and ease work by holding them in position for other operations

FLUSHING WASHES OUT COOLING CARES

CONTINUED FROM PAGE 29

up through radiator and out overflow pipe as illustrated. Impulse stream of water by applying air jack to valve at short intervals until water runs clear.

Disconnect the flushing tool from bottom of radiator and apply to top of block. Flush down through block and out through lower hose opening. Use full air-pressure impulse at intervals. Flush until water runs clear.

This is the most effective known method of quick maintenance cleaning. If a radiator has been too long neglected it may be too badly clogged to respond to this treatment, in which case the radiator must be turned over to a shop equipped to provide corrective service. The frequency with which this cleaning job should be done depends almost entirely on the number of miles the truck is driven in a given period of time. The actual age of the vehicle is hardly a factor. The more miles it is operated the more proportionate amount of attention is necessary. To keep cooling systems entirely clean flushing about every 5000 miles should prove sufficient—never should the operation be delayed more than 8000 miles.

It has been conclusively proved by those who have had a vital interest in this research, that truck cleaning methods must be vigorous to prove effective and the method outlined in this article has been tried time after time in cooling systems in all stages of disrepair with almost 100 per cent satisfactory results.

After the system is cleaned, the following points should carefully be inspected:

Hose Clamps—Replace bent or damaged clamps and tighten. Although some servicemen use shellac or grease on the hose nipples under the clamps, this is not really necessary if the rubber is being clamped to a clean-surface nipple. The less sticky material used at these points the better, since some of it will find its way into the cooling system.

Draincocks—Be sure draincocks are tight.

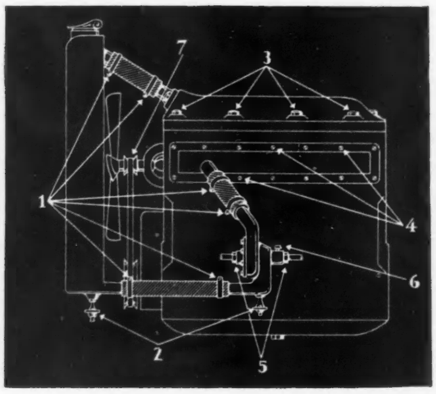
Cylinder Heads—Cylinder head bolts must be tight to prevent the leakage of burned gas into the cooling system as well as the passage of water into the cylinders. The presence of exhaust gas in the cooling system will result in acid products which greatly accelerate the formation of rust and hasten clogging of the cooling system. This is very important; head bolts must be tight.

Side Plate Bolts—Side plate leakage is a factor when anti-freeze is used, since much anti-freeze can be lost at this point. Side plates are sometimes made of such light gage stock that expansion and contraction keeps them always loose. Sometimes narrow steel strips of heavy gage drilled to match the bolt holes and bolted around the outside of the plates will be necessary to prevent leakage; usually, however, a new gasket (other than cork) will stop leakage.

Water Pump—Water pumps are one of the greatest sources of annoyance in the cooling system, but there is no doubt at all that much of the trouble is brought about through inefficient or insufficient maintenance of this highly important unit. Some pumps, because of their design, require more frequent repacking than others. Servicemen m u s t carefully mark the pumps that need frequent attention and repack them. This will prove to be the cheapest maintenance in the long run. Frequent tightening of gland nuts will result in scored shafts, and scored shafts must be replaced. It is cheaper to repack at regular intervals than to replace shafts and bearings frequently.

Present service routine in many garages calls for frequent pump lubrication, but this practice, instead of preventing trouble, is directly responsible for much overheating. Much of the oil, or grease, that is forced into water pump bearings every night goes through into the cooling system, there to mix with rust and lodge in the radiator and water passages, contributing to clogging and overheating.

Every truck water pump should be equipped on delivery with either a turn-down grease cup or a cup of the Lunkenheimer type and nothing but water-proof grease should ever be used in it. It is a simple changeover and one that will save pump bearings and reduce cooling system charges.



To prevent cooling system leakage, tighten hose clamps (1), drain-cocks (2), cylinder head (3) and side plate (4) bolts, water pump packing glands (5), grease cups or grease fittings on water pump (6) and fan belt (7)

If anti-freeze is to be used in the truck, proper pump packing and lubrication along the lines indicated at the first of the season will more than pay for themselves in anti-freeze saved and grief avoided.

Fan Belt—Oil, grease, and wear combine to ruin the fan belt and the effect of these destructive agents is usually quite apparent. However, cases of persistent overheating in commercial vehicles have been traced to a not so apparent trouble in the fan assembly—wear of the "V" pulley. In some cases the sides of the "V" have been known to wear slightly concave and, as a result, the belt lifts at higher speed so that belt traction on the pulley is materially reduced, with resulting slowness in the fan. Careful inspection is needed to reveal a situation of this nature.

The procedure just outlined is the most effective cooling system tuning operation so far developed as the result of two years' research on the subject. It is felt that if operators would take each truck in turn and put it through this hour's cooling system overhaul, the cost would be paid many times over in more efficient operation.

Proper servicing, as outlined, also is imperative if anti-freeze is to be used r e l i a b l y and economically. Whether volatile fluids or non-evaporating anti-freezes are used, some protection may be lost through carelessness in the matter of leakage, overflow (boiling, over-filling), additions of water—expansion, evaporation.

Leakage—Loss of protection occurs most rapidly because of leaks. Under the conditions of operation encountered in truck service, radiator leaks especially are likely to occur. Hose connection and gasket leaks should not open up, even under severe road shock, if the joints are tightened sufficiently after servicing. Road shock does set up severe stresses in the radiator, especially in the corners of the core, at the joints between the upper can and the core, and in the bottom of the lower can. This conclusion was drawn because it is at these points that radiator leaks usually appear. Another common fault noticed is the prevalence of broken side support brackets, the fracture usually occurring at soldered joints. Pump leaks very often account for slow loss of solution.

Overflow: Boiling—Losses due to boiling over the overflow are en-

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CUMULATIVE

Year after year certain leading manufacturers of cars, buses, trucks, have used Lockheed Hydraulic Brakes. And each succeeding year has added new enthusiasts to the army of owners who want and GET Lockheed performance—who know there's only one way to get it.

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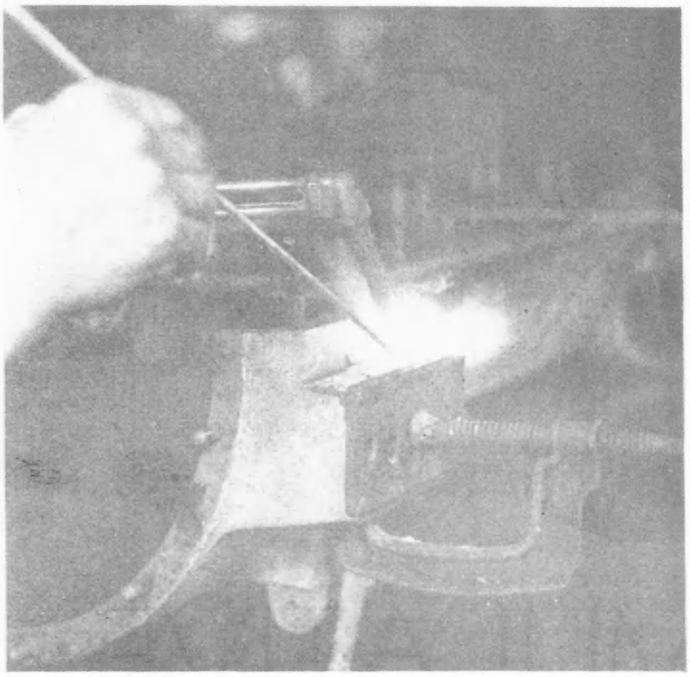
RIVETS AND WELDS ARE JOINERS AND SAVIORS



Shop Equipment to do the Job: Welding—arc and gas welders, welding table, preheating furnace, blow and cutting torches, clamps, trestles, skids, igniters, goggles, gloves, shields. Riveting—compressor, pneumatic hammer, electric furnace, forge, hold-on irons, tongs, drills, hammers

Welding saves parts from the scrap heap. The worn leg of this aluminum crankcase is being built up with an acetylene torch to be machined later

THE joining together of metals is a common and everyday requirement in truck repair work. There are three ways of doing it—riveting, welding, or both.

The remarkable advance achieved in the art of metal joining, be it in the repair of broken castings, cracked parts, newly assembled sections, reinforced members, or built-up and machined-down parts, is responsible for the saving of large sums of money by the reduction of scrapped parts and by the cutting down of labor time. It is really amazing how much money fleet and dealer shops actually can save by salvaging parts. Some shops, which have built a reputation for themselves, are not infrequently astonished at the confidence customers place in their ability to do things in this department. Nothing seems too difficult or complex to some customers, and the beautiful part of it is, they are rarely disappointed.

Shops equipped to meet these increasing demands with proper equipment and with men experienced in the work are making money. Not only are they in a position to bring customers economies by salvaging parts and saving time, but are in line to turn over a pretty penny for themselves as well. These same advantages also apply to fleet shops. Shops not so equipped are compelled to turn to outside specialists, thereby losing time, sacrificing profits and in many cases suffering customers to replace parts which otherwise could be salvaged and used.

Riveting, the successor to the nut-and-bolt method of bringing two pieces of metal together, today has a close associate in welding. While welding can replace riveting in practically all joining work, there are a number of jobs where the latter method is preferred. Many shops use the riveting method in the repair of frames; securing cross-members, brackets, hooks, spare tire carriers, etc.; fitting new parts on bodies, etc. The welding method, of course, can be and is used on these jobs. In fact, some shops combine both methods, welding, for example, rivet seams and channel liners. There is one job, however, that is exclusively a rivet job and that is the cold or hot riveting of ring gears to differential housings.

Equipment carried for riveting depends largely on the volume of such work passing through the shop. In some shops the amount is small, in which case the work is done by hand, and equipment consists of a hammer, hold-on iron, forge and drill. But in shops where a large quantity of work is done a full line of power, as well as hand tools, is the order, and includes such items as electric furnace, pneumatic hammer, hold-on irons, drills and rivet tongs. As speed is an important factor in hot riveting jobs, a crew of three men are generally worked on a job—one to swing the rivets, another to handle the hammer, and the third to back up with a hold-on iron.

Welding is indispensable in the truck repair shop today and is used to serve in a multiplicity of jobs. In addition to the services mentioned earlier, welding makes practical alterations in sizes of metal parts, such as wheel cutdowns; saves time without need of removing from chassis; simplifies stiffing operations, and pro-

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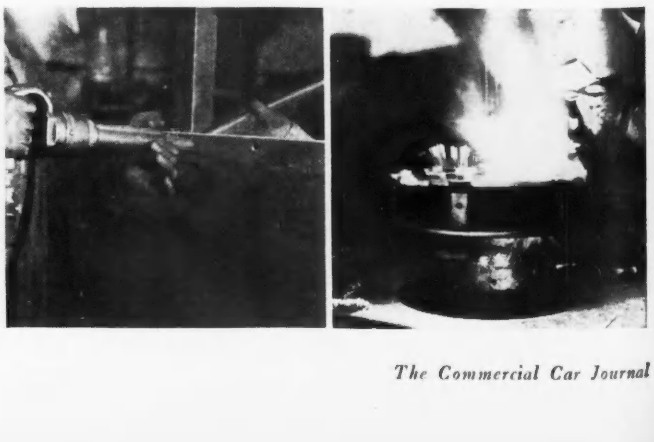
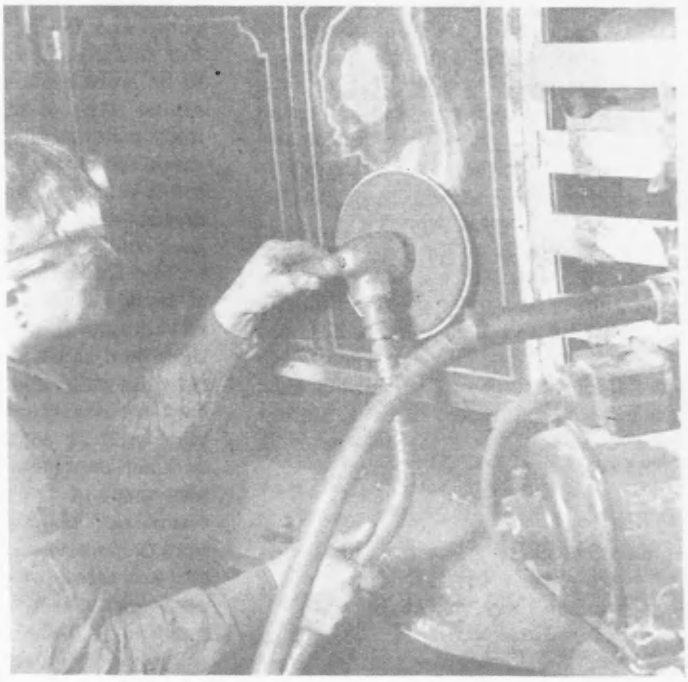


Right: When hot riveting, one man operates the pneumatic hammer while another backs up with a hold-on iron. Far right: Using an arc welder in cutting down a wheel for changing over from solid to pneumatic tires

LICKING METAL BODY PANELS INTO SHAPE



Smoothing down irregularities with a power sander after filling a small tear and several slight dings with solder

Shop Equipment to do the job: Metal tools—dolly blocks, spoons, bumping and ding hammers, shrinking tools, rollers, hinge straighteners, mallets, shears, snips, flexible files, sanders, emery cloth, welding outfit; clamps; Glass tools; Upholstery tools; Woodworking tools, and Painting equipment

ANY activity which brings a good return for money and effort expended will soon find an army of adherents which will exploit it for all it is worth. In the automotive field there are several very excellent examples of this fact. Car washing and chassis lubrication service a few years ago took the country by storm. Capital came from every quarter and quick-service stations soon spotted the country. This profitable business, however, was lost to many dealers because they failed either to perceive or to properly provide for the demand.

Now another department of profitable automotive business has come to the forefront. It is body and cab maintenance. Will the dealer again play possum and permit the outsider to step in and take away a lucrative department of automotive business?

Not so long ago body and cab repair work was considered too trivial to engage the serious attention of a busy shop, but today certain changes and developments have made it an important and profitable part of the automotive repair business. Probably the factor that has contributed mostly to the growing regard for this business is improved truck design and engineering, which have brought about a material reduction in the number of major engine and other chassis repair jobs and have as a consequence cut into the amount of work turned out by shops. Body work can replace some of this loss.

In the body building trend of truck manufacturers can be seen another important reason why the body repair department of dealer shops is perking up. Truck manufacturers in entering this field have incurred another service obligation, an obligation that can best be met through their existing organizations, which they are doing. Body parts and supplies are available to the dealers of such makers. All that is needed by these dealers is the equipment necessary for the work and will to do.

Among other reasons adding to the growing interest in body maintenance are: de luxe and attractive appearance of modern commercial vehicles and increasing operator demand that they be kept so; individual jobs show profits for shops out of proportion to the time expended; investment in tools and equipment is relatively small; the field for body repair business at present is not very competitive; the work can be seen and appreciated by the customer, which, of course, results in greater satisfaction and less comebacks; there is an abundance of body work due to existing crowded traffic conditions, and, finally, body work not being seasonal does not peak up, but is distributed throughout the year.

Maintenance of bodies and cabs involving such jobs as unwrinkling and replacing metal panels, blending finishes, fixing broken wooden parts, removing and replacing cracked glass, repairing upholstery and subduing squeaks and rattles call for the art of sheet-metal working, matching colors, painting, carpentry, blacksmithing, upholstery, glass fitting and squeak chasing. While many of these jobs can be completed with ordinary shop tools, special devices are necessary in some cases. But the large majority of the specials are inexpensive and may be readily acquired.

The straightening of metal panels in cabs and delivery bodies is probably

Left: Replacement of the old panel (at right) for a new panel (at left) was considered more economical on this job on account of rack obstruction and severe tears in panel. Far left: Using a dolly block and ding hammer in bumping out dents in a door panel

the most difficult job the body repairman has to perform. It requires patience, knowledge of procedure, and skill. But with a little experience any service man who can bump out a fender satisfactorily can also bump out a damaged body panel. Panel work, of course, requires a little more care, effort and labor, but the fundamental principles are the same. Because many shops consider this work out of their field, when in fact it is in their field and represents a great opportunity for the shops, the remainder of this article will be devoted to an exposition of procedure in this department of repair work.

Panel work involves the removal of dents in wheelhouses, doors, cowls and sides. The tools used are mostly inexpensive and include bumping hammers or mallets, dollys, various sizes and shapes of spoons, adjustable files, jacks, 2 x 3s, torches, sanders, buffers and sprayers. Here is the way it is done.

Wheelhouses

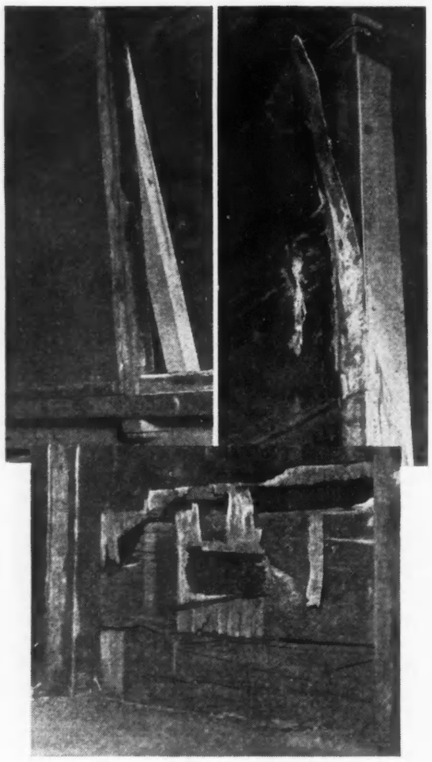
Some mechanics use a light sledge to straighten by striking blows against the high point of a dent. Others use a jack with 2 x 3s, placing two short lengths against each wheelhouse, and a longer piece, with a jack end to end, between, to force the metal back to its original position. When using this method the jack is extended slowly and the high spots of the dent are struck with a bumping hammer or mallet as the jack is raised. The job is finished by using a spoon, which, placed against the highest point of the depression, is struck by a hammer. Use of a spoon having the same curvature as the panel restores the panel to its original form without the sharp dinges that would result from the use of a hammer. High spots not detectable by eye can be removed by an adjustable file.

Doors

When working on a crumpled door it is advisable to detach the door and remove all trim and bracing before starting straightening operations. While the dolly and hammer may be used, in the majority of cases the work can be done best with a spoon, which, inserted through the openings of the door bracing, is pressed against the highest point of the dent. The edge of the opening may be used as a fulcrum for pressing. If construction permits the spoon may be struck with a hammer.

Sides

Before deciding what course to pursue in restoring damaged side panels to their original condition several factors should be considered. The primary consideration is that straightening work on flat surfaces is perhaps a little more difficult than on curved surfaces, especially the shrinking operations, which are required to eliminate bulges. This difficulty, of course, increases with the size of the panel and the extent of the damage. For this reason many shops believe it to be more economical to remove and replace the damaged panel rather than attempt a time-consuming and therefore costly repair. Another factor is inside construction, such as the nature of the body framework, inside rack and post construction, design of inner wall and use of plywood or other material as a backing part of the metal. All these things are obstructions and must first be removed before the dolly and hammer method of dent removal can be employed. Obviously, it is not always practical to do this, in which event complete replacement of the panel is the only alternative. If no such obstacles present themselves and the damage is not excessive, work can be done economically with the panel in place. In some cases panels must be removed anyway for the repair, but not necessarily scrapped. For example, deep circular dents require removal of panel unless it is quite accessible on both sides. The dent is taken out by dolly block and bumping hammer or mallet. Tears are, of course, repaired by welding, if not too severe. Little dents in panels can often be repaired without bothering about obstructions on the other side by welding a steel hook to the deepest point of the dent and then pulling until the panel is brought back to its original form. The hook is then removed and the spot finished with an adjustable file. Small dents and even small hobs can be concealed very satisfactorily with one skilled with torch and solder work. This method is especially helpful when obstructions back the panel under repair.



Damaged large panels are usually replaced. The upper right view shows a severely ripped upper panel and the upper left view, a completed replacement job of a lower panel. The lower illustration shows how the plywood backing of panels is shattered when sides are caved in. After the exterior panel is replaced the inside is covered with a metal sheet attached between uprights

Cowls

The jack with rigging again plays an important role in the straightening of cowls. When rigging up a job for this work a 2 x 3 is placed across the dash on the hood side as a base for the jack. Cables are then run through holes drilled at the necessary points in the cowl and through another 2 x 3 on the body side of the dash to distribute the pull over a larger surface. The other ends of the cables are looped over the head of the jack. To prevent the jack from creeping upward a cable may be looped around it and the engine to keep it in place. With the rigging complete the jack is then extended, pulling the cowl forward. As the jack is extended high points of the damaged cowl may be tapped with a bumping hammer until the cowl is reshaped. Small indentations and dinges are removed with the use of dolly block, spoon and adjustable file.

Panel stretching as a result of straightening may be a little troublesome, especially when working on door panels where all four sides are securely attached to the door frame, but can be overcome by shrinking the panel. This is accomplished by applying heat after the panel has been straightened. If the dent is small, the panel is heated to a cherry red over a 1½-in. area. Then, as in ordinary ding work, light blows are struck around the outside circumference of the heated portion, gradually working toward the center in a circular path. The hammer, of course, is backed up with a dolly block. Larger dents are handled in sections, although, as mentioned, this process is sometimes more costly than a complete replacement of the panel in the first place. Surfaces shrunk are dressed up with a file or sander. Much shrinking work can be avoided by exercising care in ding work—the lighter the blows the less

TURN TO PAGE 43, PLEASE

STOCKROOM FIXTURES ARE SILENT WORKERS

CONTINUED FROM PAGE 35

mounting brackets or in separate sections on longitudinal base rails. Brake drums may be carried in vertical racks arranged much like a chest of drawers and taking no more floor space for storing ten than one. Supported on side angles, drums may be slid in and out like drawers. Chassis springs are stored in various manners. Some shops carry them on arms of A-frames; others place them on end in inclined racks with supporting channel bases.

Storing assembled clutch housings is a problem because they do not stack well in bins or compartments. One shop solved the problem with a rack in which the housings are placed open-end downward with clutch shafts projecting between sides of the brackets. Steering gears are awkward and are stored in special racks or suspended.

BIG EQUIPMENT IS BACKBONE OF SHOP

CONTINUED FROM PAGE 15

expeditious operations. An excellent example of efficient layout is illustrated. Equipment is laid out in an orderly manner, plenty of room is provided and work benches are lined along the window wall, furnishing good natural light. The screening in of the machine section is usually done to keep unauthorized members of the staff out for the protection of the machinery and so that machinists can work unmolested.

While machine shops need not carry all the items listed in the accompanying box to perform satisfactorily, the list is presented as an index of items that might be included. Choice depends on individual requirements.

LICKING METAL BODY PANELS INTO SHAPE

CONTINUED FROM PAGE 42

stretching. Final finishing of sheet metal repairs calls for smoothing. Portable grinders, wire brushes and buffers apply power to the undertaking. An ordinary file is useless for dressing a concave surface, but that does not prevent mechanics from filing on such inward curved surfaces. Half-round files are made for the job, and flexible files or rasps which may be formed to the desired curvature also are used. Both types of curved files meet the need of filing a space in the center of a wide, flat sheet, as in a body panel.

FRONT END JOBS SHACKLE SHIMMY

CONTINUED FROM PAGE 34

are available for this work giving the proper measurements for total caster in degrees, axle caster (deg.), side inclination of king pin with vertical in degrees, wheel spindle camber (deg.), wheel camber one wheel (in.), wheel camber (deg.) and toe-in (in.). After determining misalignments correction may be greatly simplified by the use of special presses designed to bend the axle without removing from the truck.

While the necessity for checking caster, camber and toe-in is appreciated by most mechanics, there are other features of the steering system that are often overlooked. Among these may be included steering arms.

FENDER MASSAGING FLATTENS WRINKLES

CONTINUED FROM PAGE 37

of the ding hammer should be kept clean and that small dents sometimes may be removed without marring the surface with the hammer by wiping the surface with turpentine.

The dolly serves as an anvil for the ding hammer. It should always be placed on the side opposite the high spot of the dent and held tightly against the surface of the work while blows are struck with hammer or mallet. Dents should be worked out very carefully to avoid stretching. Badly crushed surfaces, however, will sometimes be stretched either when damaged or while being hammered. The remedy is shrinking, which is discussed fully in the article on page 41. Dents occurring over obstructions make use of dolly block impossible, but in such cases suitable-shaped spoons are inserted between the surface and the inside surface as a hammering base.

After the dents have been reduced, still existing high spots can be detected by rubbing a piece of emery cloth over the surface, using the back of the cloth against the surface and the abrasive next to the fingers. The abrasive increases the sensitivity of the fingers. Further careful bumping will remove all but the smallest of irregularities. These tiny irregularities will be much more apparent when repainted and should therefore be removed or filled with solder. If they are very slight, a flexible file and a sander will smooth the job, but care should be used as the metal is thin and will be weakened if high ridges are removed. After filling with solder, excess can be removed with sander.

RIVETS AND WELDS ARE JOINERS AND SAVIORS

CONTINUED FROM PAGE 40

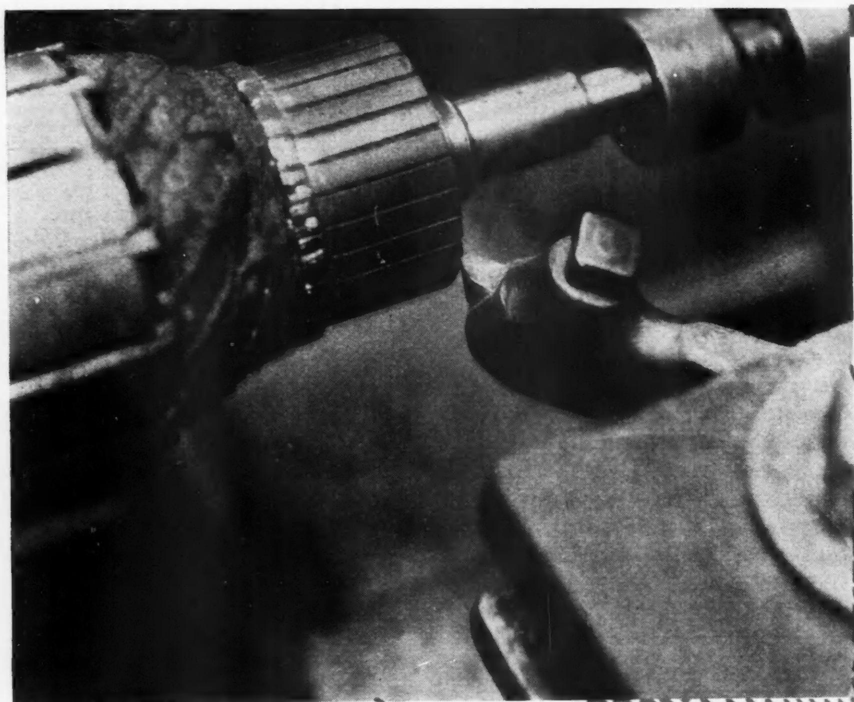
vides heat in bending operations.

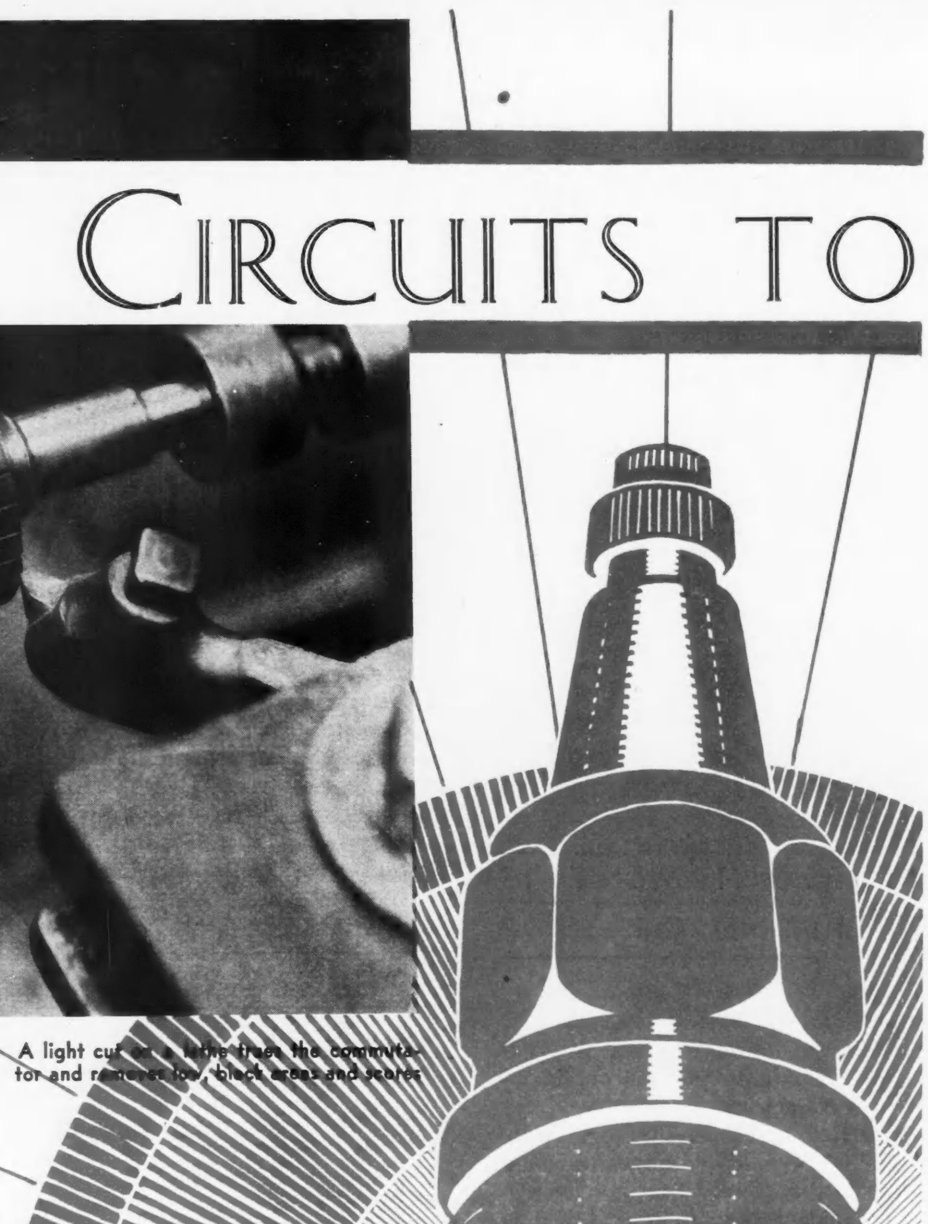
There are two kinds of welding flames—electric arc and gas. Because of individual characteristics each is adapted to certain classes of work. Shops equipped with both can do better, quicker and more economical work. The electric arc is usually confined to work on steel or cast steel, in which field it is ideal. However, it can sometimes be used on cast iron when tensile strength is not essential, because the tremendous heat of the arc removes some of the original characteristics of the metal, making it brittle. For example, a cracked cast-iron water jacket can be quickly and easily repaired in the chassis, whereas the cost of removing the block and preheating it for a gas weld might cost as much as a new block. However, blocks are sometimes bronze welded in the chassis, which is a gas-welding operation.

The oxy-acetylene or gas flame has a wide scope of applications, handling successfully cast iron and non-ferrous metals such as aluminum, copper, brass, bronze, etc. Light cast steel also can be handled with gas, and is, in fact, preferred on such work as fenders, fuel tanks, panels, etc., because there is less likelihood of burning through.

Bronze welding is an exclusive branch of gas flame work. It is akin to soldering. Two parts are brought to a high temperature without melting and joined by molten bronze. While such unions do not form as strong a bond as welds, they are an excellent substitute for fusion welds when the latter cannot be employed, or is not essential. Bronze welding is used extensively on light cast-iron sections such as water jackets, without general preheating, and when there is danger of cracking, due to expansion and contraction. It is also employed when working with malleable iron, brass, bronze, copper, in fact, almost any metal except aluminum, lead and close-grained steels.

SHORT CIRCUITS TO





A light cut on a lathe trues the commutator and removes low, black areas and scores

WHEN a driver steps on the starter pedal and nothing happens except a click or a grunt, another job for the electrical department of a service shop is in the making. When an engine starts to misbehave, to act "mad," is unwilling to work and ordinary remedies fail to cure, the electrical department will be expected to find a remedy.

Shooting trouble on starting, lighting and ignition systems of motor vehicles is more fascinating than cross-word puzzles, to those who like it. Taking into account the time a motor vehicle is in service, the actual percentage of electrical trouble is very small, but a shop meets all sorts and kinds of problems, seldom two alike in succession.

Faults in electrical systems may be strictly mechanical, like a broken starter spring, or electrical, as a shorted winding. Electrical troubles are not easy to diagnose or to locate because electricity is intangible. Nevertheless electricity is absolutely dependable, and its laws are known, although its nature is not. If voltage is present and a path is provided

ELECTRICAL GRIEFS

The Tracing of a Starter, Lighting or Ignition Trouble to Its Source Is Not a Knack or Mystery—It's Mostly a Matter of Equipment

through a wire the current will flow. The current plays no tricks—we know shop men will disagree, but electricity should not be blamed for mechanical shortcomings.

Some mechanics appear to play hunches when they track down electrical troubles. They find the cause on the first or second try, apparently overlooking other and more likely possibilities. They are not making wild guesses but unconsciously, perhaps, follow a process of elimination as they go.

And it is by elimination that troubles of all kinds are located in electrical systems. Some of them may be cast out at once by an experienced man. If pressing the starter pedal extinguishes the lights, they look at battery terminals and ground connection; if the engine "drops one" every once in a while, they remove the distributor cap and give the gaps the once-over.

But no amount of outside inspection will show what is wrong with the inside of a generator, and no wizard has yet appeared who can locate broken strands of wire inside insulation. For these and many other conditions mechanics, no matter how skilled, look to testing equipment for assistance.

A typical trouble-shooting job, part of which is shown in the accompanying photographs, calls into play most of the equipment in an electrical department, including the test bench and lathe.

When the starter failed to respond the mechanic lifted the seat cushion to look at the battery. The terminals were corroded but still tight. He next raised the hood and, after taking off the band, looked at the starter commutator and brushes.

The generator was next and he took

TURN TO PAGE 50, PLEASE

Shop Equipment to do the Job:

- Test benches
- Growlers
- Voltmeters
- Ammeters
- Volt-ammeters
- Lamp testers
- Coil testers
- Spark plug testers
- Ignition gage
- Synchronizing gage
- Remagnetizers
- Pole spreaders
- Special wrenches
- Point grinders
- Spring scales
- Undercutters
- Bench lathes
- Wire terminal tools
- Timing lights
- Battery tools
- Chargers
- Electric drill
- Bearing pullers
- Bearing pushers

Top: A discharged battery is perhaps due to the generator. The relay cut-out may fail to close, the commutator may be in bad condition, or the brushes may be worn

Center: A generator, placed in a stand and driven by an electric motor, is checked for output at specified speeds, for cut-in and cut-out speeds and for mechanical condition

Bottom: Shorts or grounds are revealed by action of meter hand when battery leads are attached to coil terminals

More About Restrictions

A supplementary revision of the 1931 pamphlet on "State Restrictions on Motor Vehicle Sizes, Weights and Speeds," has been published by the Motor Vehicle Conference Committee, according to R. S. Armstrong, secretary of the committee.

No and Yes Progress

At a recent meeting of the executives of the motor truck industry with the executives of the railroad industry, assembled in further attempts to solve joint problems of transportation, no report of the direction of progress was made, although it was indicated that some good was accomplished.

Plain Speaking

E. F. Loomis, speaking before associated industries of Massachusetts in Boston, said, "Financial stability of railroads does not require special taxes on other forms of transportation. Railroad problems are the result of their own management and refusal to take advantage of other forms of transportation."

Joseph Bijur

Joseph Bijur, long connected with the automotive industry as an accessory manufacturer, died in Long Island City in October. He was a graduate of Columbia and entered the electrical industry at an early age. He organized the Bijur Motor Lighting Co., which was later taken over by the General Electric Co.

Five Light Marks

A program of study of five subjects in motor transportation was mapped out by the Motor Transportation Committee of the National Electric Light Association. They are: supervision, technical, maintenance, vehicles and cost systems.

Pick-Ups Picking Up

Under an arrangement which has just been entered into by the Illinois Central Railroad and district truckers, pick-up and delivery service will be provided at an early date between Chicago and Kankakee.

Dodge Reductions

Recent price reductions of Dodge four and six cylinder ½-ton trucks chassis bring the list prices of these jobs to the lowest level ever reached by this company. The UF-10 ½-ton four-cylinder model was reduced $60 to $375; the six-cylinder model $70 to $445. Bodies and cabs have also been reduced.

A Fleet Hook-Up

Fleet sales of Dodge, De Soto, Chrysler and Plymouth cars have been added to the functions of the Fargo division of the Chrysler Corp. The division has been reorganized under the name of Chrysler Motors Fargo Division. A. C. Downey remains president.

IXB Hercules Fours

A line of small four-cylinder engines designated as the Hercules IX Series is now being manufactured by the Hercules Motors Corp. They are Models IXA, 3 x 4-in. and IXB, 3¼ x 4-in.

Wins Navy Award

The Autocar Co. has been awarded an order for 21 heavy-duty chassis by the United States Navy Department.

Big Road Money

The Secretary of Agriculture apportioned to the states $125,000,000 previously authorized for Federal aid in road construction for the fiscal year ending June 30, 1933. The net apportionment available for new projects amounts to $105,875,000.

Our Own Ear to the Ground Department

● Everyone knows that lubricating oils are used in motor trucks because of their characteristic of "oiliness," but until recently there was no ready means of measuring this very valuable property of oil. "Oiliness" testers have now reached the laboratory stage of development. A steel ball under heavy pressure is moved in a circle around a disk of metal and drag of the ball is measured in terms of coefficient of friction. Inasmuch as oiliness is not the same as viscosity, tests are maae at uniform temperatures to avoid possibility of error.

● You may see several engines in trucks next year which do their vibrating without shaking the chassis. Several engineers are working on details of the design.

● We learn of more progress in truck Diesels. One manufacturer of engines of this type suitable for heavy duty service is trying out a modified design in a truck. Another factory, seeking to overcome the handicap of greater weight in Diesels, has boldly taken to two-cycle operation for its experimental Diesel. The compression-ignition idea lends itself well to two-cycle construction, with a power stroke every revolution of the crankshaft.

● Unburned fuel in engine exhaust can be burned by introducing heated air into the exhaust manifold. The difficulty in the way of commercial application is light load and cold engine periods. We are assured that this difficulty is not insurmountable.

● Driver and cab will soon be shoved up front alongside the engine compartment in heavy duty trucks, if one engineer's reasoning is sound. This design, originally intended to reduce overall length of vehicles, and well established in England, will be adopted here to put more load on front wheels of trucks and thus extend the legal load-carrying ability of motor vehicles in states which limit load per wheel or per axle. The maximum allowable load cannot be put on front wheels in conventional designs.

● Neither clutch pedal nor gearshift lever appears on a motor vehicle now being tested in secret. In place of the clutch and transmission is a mechanism which picks up the driving load and applies at all times the exact ratio of reduction between engine and propeller shaft required for varying conditions. Pushing the accelerator is the extent of effort required to start the job and bring it up to full speed. The device is being developed for motor commercial vehicles, not passenger cars.

● Immediately following the above it is appropriate to say that anyone who thinks that the gasoline engine is at the limit of its development is heading toward a rude awakening. More power and smoothness with less fuel consumption are the goals toward which engineers are striving, with encouraging success. Several 1000 cu. in. displacement engines are beyond the drawing-board stage.

● The present state of railroad affairs, about which there is much wailing in public places, has turned the thoughts of several builders of railroad cars to the truck-body field. No one can gainsay the fact that they have a lot of body-building capacity.

GOOD?

they *have* to be . . . . . TIMKEN TRAILER AXLES

It was time that somebody approached the subject of trailer axles from the operator's viewpoint.

Growing use of trailers, their logical place in any large-scale hauling operation, and increasing legislation as to trailer-brakes—all these factors have forced trailer axles into the engineering spot-light.

Timken has solved the problem—and it had become a real problem.

Timken Trailer Axles are of Timken quality throughout—alloy steel, properly heat-treated; with spindles and bearing seats ground to close limits.

These axles are designed for all types of brakes; with *correct* brake mountings; effective hub oil-seals, and oil-slingers to prevent excessive lubricant from reaching the brakes.

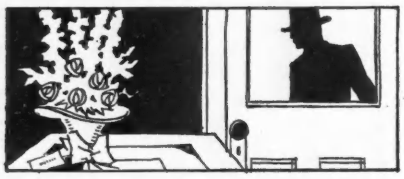
Another important feature—all brake parts, hubs and bearings on Timken Trailer Axles are identical and interchangeable in the same capacities with the same parts of Timken Driving Axles—worm or bevel. This will appeal to operators owning Timken equipped trucks—big savings in inventory, greater ease and economy of maintenance.

For a graphic picture of the full line of Timken Trailer Axles, write us for literature

THE TIMKEN-DETROIT AXLE COMPANY, *Detroit, Michigan*

TIMKEN AXLES

NEWS



PERSONNEL CHANGES

C. L. Schneider and Frank L. Tully have won Fruehauf promotions. Mr. Schneider now manages the Fruehauf branch in Chicago and Mr. Tully has been appointed manager of the Cleveland branch. Harry S. Moore, Mr. Tully's predecessor, has been advanced to special sales assignment work.

T. O. Duggan and E. T. Syvertsen are new appointees of Thompson Products, Inc., to afford closer factory-jobber contact and offer additional supervision to sales work as an advance movement to an aggressive sales campaign to be launched in 1932.

Robert H. Crooker, assistant advertising manager, Chevrolet Motor Car Co., has been appointed advertising manager to succeed R. K. White, who resigned to become Eastern sales manager for Oakland Motor Car Co.

W. H. Moore, formerly sales manager, Diamond-T Motor Car Co., New York, has been appointed branch manager for the LeBlond-Schacht Motor Truck Co., Cincinnati.

W. M. Purves, formerly passenger car sales manager for Dodge Brothers, has been appointed assistant general sales manager. Mr. Purves entered the industry after graduating from Princeton in 1907 and joined Dodge in 1924.

W. S. Pedley has been placed in charge of the Public Utilities Division of the S.P.A. Corp. with headquarters in Chicago.

Harry E. Seanor has been promoted to the position of vice-president of the Chicago division of the White Co.

THE OVERLOAD

A collection of items—interesting even when not news—and garaged here because there's no other place for such morsels.

Even the Same Engines Differ

Until the other day we always supposed that any truck engine in use in one city was similar in every respect to its brothers in other cities. Our ignorance was exposed by E. J. Graham, superintendent of transportation, Public Service Co. of Colorado, Denver (altitude, 5280 ft.), who enlightened us that every 1000 ft. of elevation caused a 3 per cent decrease in engine power.

From Brute to Outboard Motor

At first we looked at him suspiciously, even, you might say, askance. But the next day we happened to be peeping into nooks and crannies of the Bureau of Standards. In an isolated building we came across an airplane engine which had been put through an altitude test. Questions followed and we learned that whereas at sea level the powerful brute developed 400 brake-horsepower, at an altitude of 30,000 feet it became a puny 90 brake-horsepower "outboard" motor.

Bureau Rate 2.5 Per Cent Per 1000

Out came our pencil. We calculated roughly that nothing but height had caused a loss in efficiency of 77 per cent, which is at the rate of 2.5 per cent per 1000 ft. Mr. Graham's estimate, therefore, was pretty nearly correct. At the Bureau rate engines in Mr. Graham's trucks are only 87 per cent efficient in Denver.

What Happens in Death Valley?

Well, live and learn. But say, what happens to an engine in Death Valley, which is 276 feet below sea level at its lowest point? Will somebody tell us that an engine there becomes 101 per cent efficient.

The Heroine Is Christened!

That fiction story we've been intending to write for years is practically half finished this minute. We found a name for the heroine. It's Twila Drumm! You like it, too, huh? The name came to us through the mail. Miss Drumm, who is secretary to Bill Ellis, formerly of Continental Motors, and now an advertising apostle on Gospel Hill, Marion, Ohio, asked us, quite unromantically, for clippings. This will be her first.

Get This Straight

No matter what this department says the truth is that while Merrill Horine, of Mack, agrees with Pierre Schon, of General Motors Truck, some of the time, he agrees with Jack Winchester, of Standard Oil of New Jersey, all of the time. Mr. Horine said so in a letter and Mr. Winchester corroborated it publicly during the S.A.E. Transportation Meeting in Washington. Look at the minutes yourself.

We Swear He's Wrong

We've a bone to pick with Mr. Horine in return. At what we consider was an epochal meeting of the S.A.E. truck rating standardization committee, Mr. Horine, in the course of a discussion, expressed the belief that COMMERCIAL CAR JOURNAL had started the rating standardization movement merely because it had some white space to fill with type. If you can bear up under the phrase, that's what we call draping editorial perspicacity and enterprise with a festoon of discredit. We grieve because Mr. Horine is an erstwhile member of the journalistic craft, and we fear somebody may believe him.

Are We Right or Are We Right?

Ford, we hear definitely, will have the floating power idea in his new model if patents, which are still being looked into, don't interfere. And if floating power is patently okay the engine will be a four; if not, you'll see six cylinders. And yet an informant (you'd be surprised!) tells us Mr. Ford has had four models to choose from. Even an ordinary guesser would enumerate them thusly: a new and better four; the same four with "rubber suspenders"; a six, and a V-eight.

Professional Jealousy

And in the truck line if Mr. Ford doesn't bring out a six-wheeler with factory-mounted rigid axle, we'll pay for the drinks. (This hot stuff belongs over in the Ear-to-the-Ground Department but we're jealous.)

A Boon to Balance Sheets

Police authorities advise truck operators to know the serial numbers of their tires in order to help stamp out tire thefts. Great stuff! We've seen some bookkeeping systems of truckers and we can predict that keeping tire serial numbers will help many a trucker show a right smart net profit any year.—G. T. H.

PROSPERITY NOTES

$ The Waukesha Motor Co. has received an order for 1000 engines, valued at $150,000. Source of business is not given. H. L. Horning, president, notes marked improvement in business since August.

$ Chevrolet with a September production of 45,863 units still carries more than 30,000 men on its pay-roll.

$ Retail deliveries of Dodge cars and trucks for four-week period ending Aug. 30 were 183.2 per cent of figures for the corresponding period in 1930, states A. van DerZee, general sales manager.

$ An increase of 21.7 per cent in the sales of valves to jobbers for the first eight months of this year over the corresponding period last year is reported by the Toledo Steel Products Co.

$ Retail delivery of the new Dodge six and eight trucks in July, August, and September reached a total of 103.6 per cent of sales during the same three months in 1930.

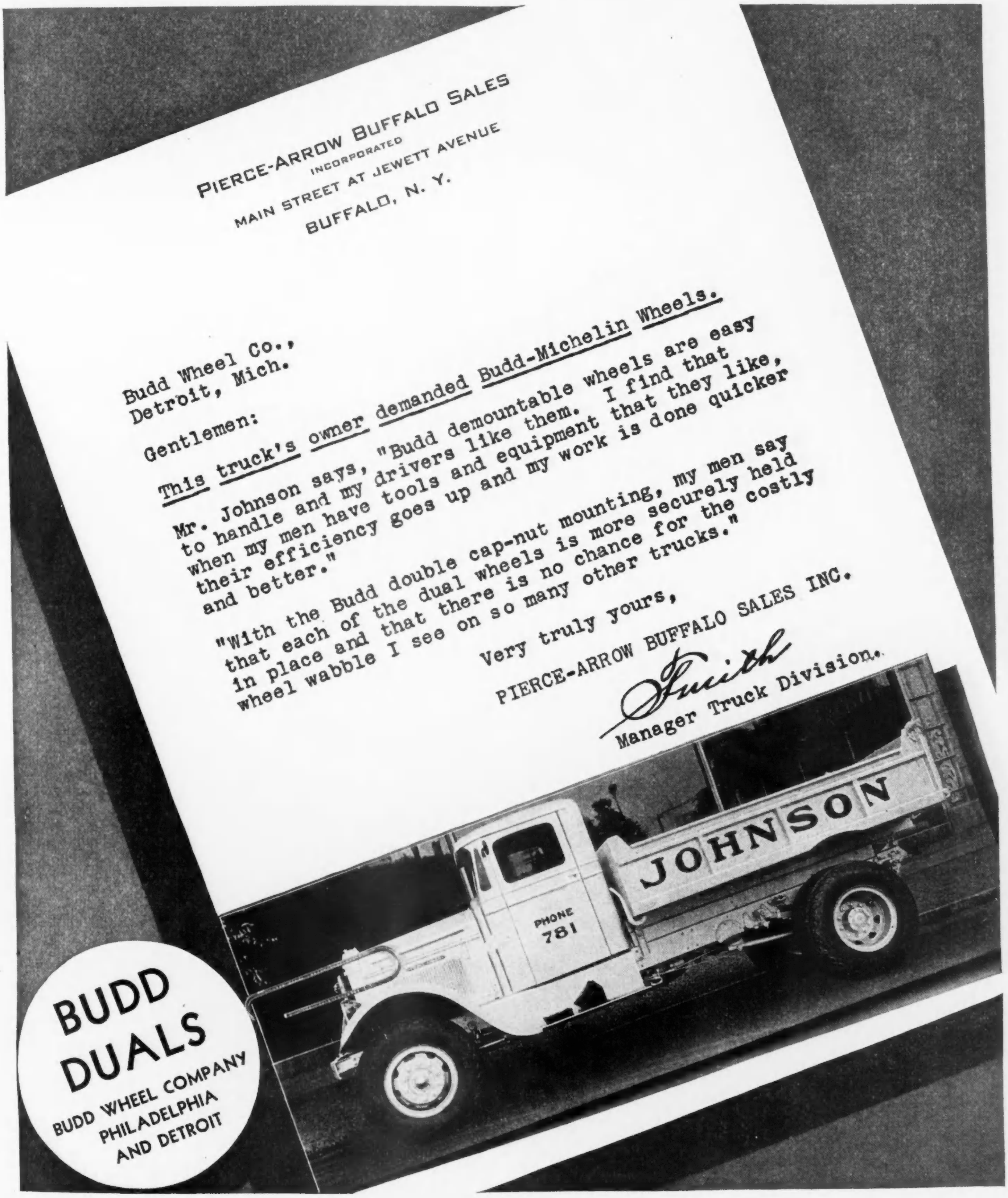
$ Diamond-T Motor Car Co. reports a 35 per cent increase in sales and shipments for September, as compared with the same month last year. September was the fourth consecutive month to show an increase over the corresponding period last year.

CAUGHT IN QUOTES

Public Be Considered!

SENATOR COUZENS OF MICHIGAN—"I am afraid that in the hearings on motor bus legislation proposals we have been looking at the subject more from the angles of the railroads and the buses than from the standpoint of the public. I believe that we should consider in such legislation the point of view of the public at large. Congress so far has not had adequate demonstration of the public attitude on motor transportation regulation. So far as I know, no one representing the public has appeared at the congressional hearings. The public has not been represented before any committees on this question. Congress should not act until there is demonstration of the interest of the shippers and the public generally." (Announced orally Oct. 19 at Washington.)

Mr. Johnson takes a profitable tip from the men at the wheels . .



THE PRESIDENT'S PAGE

CONTINUED FROM PAGE 13

lected in motor vehicle taxes—to be used for the development and maintenance of roads—has been diverted to other activities having nothing to do with roads.

In other words, motor vehicles have not only paid for highway maintenance and development, but in six years have contributed $90,000,000 for other purposes.

Commercial haulage operators have, however, at last awakened to the need for prompt and decisive action. They have rallied "'round the old flag" and are presenting a battle front that compels consideration. Some very excellent accomplishments have resulted, for the truck operator has a real story to tell.

Unquestionably the truck is a time-saver and a profit-maker for the farmer. In field and forest, over all sorts of unimproved roads, wherever there is hauling to be done, the motor truck performs the job economically and well. It is doubtful if any single item of farm equipment has helped more to establish agricultural work on a more business-like and profitable basis.

Think too what the motor truck means to the nation's great army of manufacturers, wholesalers and retailers. It is a well-known fact that no merchandise is consumed on the spot where produced. The vital matter of distribution enters into consideration in every industry.

And here is where the motor truck fits in as an indispensable factor. Deliveries which used to require from a week to 10 days are now made over night by truck. Retail merchants and wholesalers, who were formerly obliged to carry tremendous stocks of merchandise to guard against possible shortages, now buy in relatively small quantities. Thus they reduce inventories, release capital for expansion purposes, and guard against the risk of disaster to their business through a general price collapse. Quick turnover and quick profits, the life-blood of industry, are made possible by commercial haulage.

Continued unjust taxation means higher living costs. The consumer is today dependent on the truck to some extent for every commodity needed, and for many products he is 100 per cent dependent on this form of transportation. Obviously, then, anything which seriously interferes with commercial haulage service costs the consumer more money for the necessities of life as well as seriously affects his comfort and well-being.

The motor truck supplements and aids the service of railways. It performs a part of the job of distribution which railroads cannot. It is a natural ally of the railroads. Truly the motor truck is today an integral part of our great distribution facilities. So completely is the world geared up to motor truck efficiency that should anything happen which would suddenly eliminate this form of transportation, nothing short of a calamity would result. You simply cannot imagine the world today without motor trucks.

By vigorous, concerted action, truck users can safeguard themselves and the country at large from the disastrous results of pernicious tax legislation. Organized effort in many sections of the country has accomplished much in the way of heading off unjust tax laws and in placing the motor truck in its true light with the public at large. Herein lie the safety of the motor truck and the protection of those tremendous advantages it affords.

FLUSHING WASHES OUT COOLING SYSTEM TROUBLES

CONTINUED FROM PAGE 38

countered in cases of jammed winter fronts, clogged radiators, or engine trouble causing overheating. This cause of loss seldom occurs in cars properly flushed and kept in good mechanical condition. Trucks as a rule are in fair condition only, and when winterfronts are used, trouble from jamming because of hard usage is likely to occur. Other more serious losses from boiling occur in cases of compression leaks and "thermal surge." If the cylinder head bolts are not drawn tight, compression leakage through the gasket into the water jacket will displace a small volume of the cooling medium and give the impression of boiling. True boiling does not occur until a considerable quantity of the coolant has been so displaced.

Overfilling — Losses through the overflow most commonly occur from overfilling Unless care is taken to avoid overfilling, such as taking this operation out of the driver's hands and supplying one man to be responsible for the condition of the system, losses from this source are sure to occur.

Additions of Water—Water often is added twice a day in truck fleets, and usually while the engine is hot.

(a) Expansion: There is some danger of losses due to expansion of the solution to the point of overflow, although these losses are slight if water is added only while the engine is hot. The greatest losses occur from overfilling, which is sometimes erroneously charged to expansion.

(b) Evaporation: Evaporation of water from solution is constantly lowering the solution level. Notwithstanding the fact that the vehicle will operate satisfactorily during the cold season on a smaller quantity of cooling medium, water is added to be on the safe side. This introduces the daily possibility of overfilling and expansion, which amounts to a gradual though slow decrease of the antifreeze concentration.

SHORT CIRCUITS TO ELECTRICAL GRIEFS

CONTINUED FROM PAGE 45

off the band, looked at the commutator and tested tension of the spring on the third brush. He also slipped the cover off the cut-out and closed the contacts. It was evident that the generator needed attention.

Tests on a generator are shown in illustrations. The unit is mounted on the test stand and driven at any desired speed by an electric motor. Current, if any, is registered on an ammeter and voltmeter, on the battery line.

Dismantling is in order if tests show that the trouble is in armature and/or field coils. The armature is tested, as a unit on a growler, and individual coils are tested by a pair of test points.

Connecting battery current to the field coil windings and watching the ammeter show whether or not the coils are in order.

Black, spotted and eccentric commutators are turned in a lathe, giving an entirely new surface. Insulation between bars is removed by an undercutter, comprising a small saw driven at very high speed.

Ball bearings, which too frequently suffer from lack of lubrication, are removed from the armature shaft by pullers or pushers.

After repairs are completed the unit is reassembled and given a final test on the bench.

Most test benches embody fixtures for testing ignition systems. Sparks are discharged across adjustable gaps and the current consumption is measured on the bench meters. Extra condensers and contact points are used to check similar parts of the vehicle's equipment.

COMMERCIAL CAR JOURNAL

TABLE OF TRUCK SPECIFICATIONS

Corrected Each Month From Data Supplied Direct by Manufacturers

(KEY TO REFERENCES ON PAGE 76)

FEDERAL schedules eight models in the tractor truck section this month and Reo adds Model 4 H in this section.

New truck models presented in the specification tables this month include:

LaFrance-Republic: 24, 5½-ton and more.

Stewart: 48-8 3-ton.

Walter: FN 2½-ton, FM 3½-ton.

Tractor Trucks

Make, Model and Capacity	General				Gear Set				Rear Axle		
	Chassis Price	Standard W.B.	Gross Vehicle Wt. See Key Note	Chassis Wt. Stripped	Make and Model	Location	No. of Forward Speeds	Aux. Locat. and Speeds	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	For Corresponding Truck Model, See Specifications Under Tonnage Noted
A.C.F....... TT175A	....	155	75000	11000	BL714703	U	12	Op	7.48	101	T-175A
A.C.F........TT175B	....	155	60000	10250	BL714703	U	12	Op	7.46	101	T-175B
A.C F..........TT160	....	155	60000	9700	BL1714703	U	12	Op	7.46	135	T-160
Autocar..........DT	3500	140	20000	5300	B-L 51	U	4	No	6.27	33.5	D-2....2½
Autocar........SHST	4800	104	40000	7900	Own T	U	4	No	10.4	66.6	SHS....3½
Autocar.......SCHST	4800	145	40000	8260	Own T	U	4	A	10.4	66.6	SCHS..3½
Autocar...........FT	6800	154	60000	11000	B-L 70	A	7	No	11.66	109	F......5½
Brockway..........90	....	137	15750	3850	B-L	U	4	No	5.83	37.3	90.....1½
Brockway.........140	....	138	24500	5900	B-L	U	4	No	6.6	35.3	140....2½
Brockway.........170	....	138	29750	6800	B-L	U	4	No	16.4	46.6	170.......3
Brockway.........195	....	138	34125	7900	B-L	U	4	No	6.8	49.5	195.......4
Brockway.........220	....	138	38500	8260	B-L	U	4	No	6.96	50.7	220.......5
Brockway.........190	....	139	33250	7625	B-L	A	7	No	7.75	78.6	190.......3
Brockway.........250	....	146	43750	10000	B-L	U	4	No	8.75	63.7	250....5½
Brockway.........290	....	146	52500	10750	B-L	A	7	No	10.1	95.0	290....5½
Chicago 1-76-D 20T	....	159	......	8740	B-L 60 Max	A	7	No	7.6	77.2	....
Condor...........CB	....	118	......	3875	Cov A-4 J	U	4	No	....	....	....
Condor...........CC	....	122	......	4820	Cov W4J	U	4	No	....	....	....
Condor...........CD	....	122	......	5020	Cov W4J	U	4	No	....	....	....
Condor...........CF	....	118	......	5200	Cov Rus	U	4	No	....	....	....
Condor..........CGW	....	153	......	8950	Cov Rus	U	4	No	6.3	41.0	....
Corbitt.........9B6T	....	139	18000	4200	BL-214	U	4	No	6.8	43.6	....
Corbitt........12B6T	....	152	20000	4955	BL-51	U	4	No	7.40	48.8	....
Corbitt........15B6T	....	157	25000	5980	B L-51-5	U	5	No	7.80	46.5	....
Corbitt........18D6T	....	159	30000	7600	BL-615	U	5	No	7.33	48.0	....
Corbitt........24D6T	....	165	40000	9200	BL-70	A	7	No	8.15	76.6	....
Diamond T.......216	695	135	18000	3300	War	U	4	No	Opt	Opt	216....1½
Diamond T.......316	1155	137	20000	4400	War	U	4	No	Opt	Opt	316.......2
Diamond T.......303	1645	137	24000	4800	Cov	U	4	No	Opt	Opt	303....2½
Diamond T.......551	2310	131	27000	5600	Cov	U	4	No	Opt	Opt	551.......3
Diamond T.......504	2710	135	28000	6200	Cov	U	4	No	Opt	Opt	504.......3
Diamond T.......603	3360	147	32000	7300	Cov	U	5	No	Opt	Opt	603.......4
Diamond T.......750	4730	147	42000	8300	Cov	A	5	No	Opt	Opt	750.......5
Dodge Bros......F40	1995	150	14590	5173	Own	U	4	No	6.37	43.7	F-40......2
Dodge Bros......F60	2645	146	18979	5543	Own	U	4	No	8.26	56.6	F-60......3
(1)Dodge Bros. UF30,F30, F35											
Federal........A6TW	2360	140	25000	5050	Own	A	4	No	8.75	52.9	A6TW.2½
Federal........T10W	2915	143	32000	6495	Own	A	4	No	8.75	57.0	T10W...3
Federal...........U6	3860	143	43000	7155	B-L 60	A	7	No	8.5	83.1	U6.....3½
Federal........4C6A	4735	144	50000	8120	B-L 60	A	7	No	9.00	86.5	4C6A....5
Federal.......4C6AB	4960	144	50000	8505	B-L 60	A	7	No	9.00	86.5	4C6AB...5
Federal...........X8	5085	155	65000	9660	B-L 60	A	7	No	11.7	110	X8....5½
Federal.........X8R	5810	155	65000	10385	B-L 60	A	7	No	11.7	110	X8R.. 5½
(1)Federal D2, E2, F7 A6, A6T, T3W, T8WF, T10B											
(X)Gen. Mot. ...T-19	925	141	......	3440	Own	U	4	No	6.8	37.8	....
(X)Gen. Mot.....T-25	1405	141	......	3700	Own	U	4	No	6.8	34.5	....
(X)Gen. Mot.....T-26	1510	141	......	3940	Own	U	4	No	6.60	33.5	....
(X)Gen. Mot.....T-30	1700	141	......	4705	Own	U	4	No	6.43	32.7	T-30.....3
(X)Gen. Mot.....T-31	1845	141	......	4695	Own	U	4	No	6.43	40.5	T-31.....3
(X)Gen. Mot.....T-42	1845	141	......	4725	Own	U	4	No	7.14	36.2	T-42....2½
(X)Gen. Mot. ...T-44	2065	141	......	5095	Own	U	4	No	9.45	48.0	T-44.. 4½
(X)Gen. Mot.....T-45	2095	141	......	5235	Own	U	4	No	9.45	59.5	T-45....4t
(X)Gen. Mot.....T-51	2625	155	......	6250	Own	U	4	No	7.14	44.1	T-51...5½
(X)Gen. Mot.....T-55	2750	155	......	6390	Own	U	4	No	9.45	58.4	T-55...5½
(X)Gen. Mot.....T-60	3250	154	......	7150	Own	U	4	No	10.7	65.9	....
(X)Gen. Mot.....T-61	3525	154	......	7045	Own	U	4	No	10.7	65.9	....
(X)Gen. Mot.....T-82	3970	155	......	7735	Own	U	12	A	12.3	171	....
(X)Gen. Mot.....T-83	4275	155	......	7815	Own	U	12	A	12.3	171	....
(X)Gen. Mot.....T-85	5800	171	......	10800	Ful	U	4	No	10.5	66.1	....
(X)Gen. Mot.....T-90	5455	185	......	9775	Mun	U	12	A	10.3	144	....
(X)Gen. Mot.....T-95	7675	189	......	13540	Ful	U	4	No	8.5	53.3	....
(X)Gen. Mot.....T-96	7325	189	......	13140	Ful	U	4	No	9.11	57.1	....
Gramm AX4.......2-3	....	131	......	3100	War T9	U	4	No	5.8	36.3	AX4......1
Gramm AX6.......2-3	....	131	......	3300	War T9	U	4	No	5.8	36.3	AX6......1
Gramm BX4.......3-4	....	131	......	3275	War T9	U	4	No	6.2	39.6	BX4...1½
Gramm BX6.......3-4	....	131	......	3475	War T9	U	4	No	6.2	39.6	BX6...1½
Gramm CX4.......4-6	....	131	......	3700	War T9	U	4	No	5.8	36.3	CX4......2
Gramm CX6.......4-6	....	131	......	3900	War T9	U	4	No	5.8	36.3	CX6......2
Gramm B.........3-5	....	118	......	4025	Cov A4J	U	4	Op	5.8	38.4	B......1½
Gramm C.........4-6	....	122	......	4700	Cov W4J	U	4	Op	5.8	37.1	C.........2
Gramm D.........5-8	....	122	......	5100	Cov W4J	U	4	Op	6.1	39.0	D.....2½
Gramm E.........6-9	....	122	......	5800	Cov Rus	U	4	Op	5.57	37.8	E.........3
Gramm GW....10-15	....	157	......	8925	B-L	U	4	Op	6.3	45.3	GW.......5
Hug..............98	....	Op	......	..	B-L714,703	U	12	A3	10.26	139	98-6....6W
Indiana...........89	....	137	15750	3850	B-L	U	4	No	5.12	20.9	89.....1½
Indiana..........140	....	138	24500	5900	B-L	U	4	No	6.16	35.3	140....2½
Indiana..........170	....	138	29750	6800	B-L	U	4	No	6.41	46.6	170.......3
Indiana..........195	....	138	34125	7900	B-L	U	4	No	6.8	49.5	195.......4
Indiana..........220	....	138	38500	8200	B-L	U	4	No	6.96	50.7	220.......5
Indiana..........190	....	139	33250	7625	B-L	A	4	No	7.75	78.6	190.......3
Indiana..........250	....	146	43750	10000	B-L	U	4	No	8.15	63.7	250....5½
Indiana..........290	....	146	52500	10750	B-L	A	7	No	10.0	95.0	290....5½
International....A-L 3	1450	138	.....	4032	W-G T7	U	4	No	6.50	42.9	AL-3...1½
International......A-2	675	136	.....	2935	W-G T9	U	4	No	6.16	39.5	A-2....1½
International......B-2	725	136	.....	2959	M. M. 'O'	U	3	No	6.16	47.3	B-2 ...1½
International......A-4	1860	145	.....	5221	Own A5	U	5	No	6.5	47.8	2
International......A-5	2550	140	.....	5836	Own A-5	U	5	No	7.16	52.6	3
International......A-6	2675	156	.....	6120	Own	U	5	No	8.50	76.8	A-6.......3
International......W-1	3850	130	.....	8100	Own	U	5	No	6.85	60.5	W-1....2½
International......W-3	4850	144	.....	10100	Own	U	5	No	7.85	70.5	W-3.......5
LaFrance Rep...M-2T	....	147	20000	7700	Ful VUOG	U	5	No	7.2	51.0	M-2.......4
LaFrance Rep...35-2T	....	147	24000	9400	Ful MHU	U	4	No	7.33	46.3	35-2....5½
Mack.............BL	2500	138	.....	.....	Own BL	U	4	No	Opt	Opt	BL.......1
Mack.............BG	3000	138	.....	.....	Own BG	U	4	No	Opt	Opt	BG....1½
Mack.............AB	4000	123	.....	.....	Own AB	U	4	No	Opt	Opt	AB.......2
Mack.............AB	4150	123	.....	.....	Own BG	U	4	No	Opt	Opt	AB.......3
Mack.............BC	5250	142	.....	.....	Own BC	U	4	No	Opt	Opt	BC.......4
Mack.............BC	5500	142	.....	.....	Own BC	U	4	No	Opt	Opt	BC.......5
Mack.............BJ	6450	169	.....	.....	Own BJ	A	4	No	Opt	Opt	BJ.......5
Mack.............AK	5150	134	.....	.....	Own AC	J	4	No	Opt	Opt	AK.......5
Mack.............AK	5250	134	.....	.....	Own AC	A	4	No	Opt	Opt	AK.......5
(1)Mack AK6, AC4, AC6, AP, AK6-6 wheel, AC4-6 wheel, AP-6 wheel											
Netco TC............	3400	135	.....	.....	B-L 55-4	U	4	No	7.75	54.2	C.......2½
Netco TE............	4300	140	.....	.....	B-L 515	U	5	No	8.00	56.0	E.......3½
Relay..............40	3240	138	.....	5300	B-L 35	U	4	...	6.45	34.5	40.........2
Relay..............60	4480	142	.....	7350	Ful VU	U	5	...	7.88	58.5	....
Reo...............4H	2800	150	35000	6150	Own	U	4	Opt	6.43	42.4	....
Reo...............FH	1595	142	20000	4165	Own 4650	U	4	Op	5.7	72.6	FH.......2
Reo...............GD	2085	144	25000	4570	Own	U	4	...	6.14	77.8	GD.......3
Schacht.........TRH	....	146	.....	6600	Ful VUOG	U	5	No	7.8	55.1	....
Schacht........TRHA	....	148	.....	6650	Ful VUOG	U	5	No	7.8	55.1	....
Schacht.........TRD	....	148	.....	6850	Ful VUOG	U	5	No	7.8	56.8	....
Schacht........TRDA	....	148	.....	6900	Ful VUOG	U	5	No	7.8	56.8	....
(1)Sterling FB30-35-45-55-65-80. FD80-97-115-140-170-975. FW 97-115-140-170-975. FC100-107-120-135-140-145-170. FCS170-180-210											
Stewart............30	695	110	.....	2977	Cla	U	4	No	5.6	35.8	30........
Stewart...........30X	795	110	.....	3018	Cla	U	4	No	5.6	35.8	30X....11
Stewart............40	895	110	.....	3350	War	U	4	No	5.6	35.8	40.....1½
Stewart...........40X	995	110	.....	3393	War	U	4	No	5.6	35.8	40X....1½
Stewart...........34X	1195	135	.....	3710	War	U	4	No	5.6	22.0	34X....1½
Stewart...........28X	1495	130	.....	4058	Ful	U	4	No	6.37	47.0	28X.......2
Stewart.........29XS	1695	135	.....	4960	....	U	4	No	6.37	44.0	29XS.....2
Stewart...........32X	1990	148	.....	5230	Ful	U	4	No	7.25	47.6	32X....2½
Stewart...........18X	2690	148	.....	5901	Ful	U	4	No	7.25	47.5	18X....2½
Stewart...........35X	2590	149	.....	5880	Ful	U	4	Op	7.1	46.1	35X.......3
Stewart...........19X	3690	147	.....	7110	Ful	U	12	A	7.25	127	19X....3½
Stewart...........31X	4990	150	.....	8440	Ful	A	8	U	10.5	15.1	31X.......3
Stewart...........27X	5700	150	.....	9987	Ful	U	8	U 8	6.56	93.8	27X....5½
Studebaker.......S-40	945	148	.....	3650	WGASI T9	U	4	...	5.83	37.4	S-50.......2
Walter...........FBD	8500	118	26000	9000	Own	U	5	No	8.50	85.1	....
Walter..........FBRD	8700	118	31000	10000	Own	U	5	No	8.50	85.1	....
Ward La Fra. 75D-15T		Op	.	10000	B-L 70 Max	A	7	...	Opt	Opt	....
White............52T	4700	129	28000	8461	Own 4B	U	4	No	11.7	76.5	....
White...........51AT	3875	134	17000	6227	Own 4B	U	4	No	7.14	46.6	51-A....2½
White 210.........211	....	133	17000	6438	Own 8B	U	4	No	5.67	23.4	210, 211 2½
White 212............	....	133	20000	.....	Own 8B	U	4	No	5.67	23.4	212....2½
White 55.......3½, 5	4765	156	42000	8737	Own 4B	U	4	Op	10.1	66.1	55...3½, 5
White 56............2	3125	165	20000	5276	OwnGRBB	U	4	No	6.33	26.2	56.........2
White 58............3	4400	162	30000	7797	Own 4B	U	4	No	7.6	49.7	58.........3
White 61..........1½	2450	131	16000	4789	Own 5B	U	4	No	5.67	23.4	61......1½
White 611...........2	2550	131	18000	4980	Own 5B	U	4	No	5.67	23.4	611.......2
White 612.........2½	2800	131	20000	5100	Own 5B	U	4	No	5.67	23.4	612....2½
White 620.........2½	4350	145	25000	7300	Own 4B	U	..	...	6.38	41.8	620....2½
White 621...........3	4650	145	30000	7700	Own 4B	U	4	No	6.33	41.4	621.......3
White 630...........3	5000	157	30000	8500	Own 4B	U	4	No	6.33	41.4	630.......3
White 631.........3½	5750	157	35000	9000	Own	U	4	No	8.70	56.9	631....3½
White 640...........3	6100	157	35000	9200	Own 7B	U	4	No	5.18	33.9	640.......3
White 641.........3½	6450	157	40000	9700	Own 7B	U	4	No	7.16	46.9	641....3½
White 642...........4	6750	157	45000	10600	Own 7B	U	4	No	10.1	66.5	642.......4
White 643...........5	6950	157	50000	10900	Own 7B	U	4	No	10.1	66.5	643.......5

(1) Models available as tractor trucks.

Line Number	Make, Model and Capacity	General					Tire Size		Engine													Fuel System		Electrical System		Line Number
		Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Front	Rear	Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make	
	1000 Pounds																									
1	Chevrolet.. Ind. Com.	355	109	109	4000	1880	B 4.75/19	B 4.75/19	Own	6-3 5/16x3¾	194.0	26.3	50-2600	H	G	C	....	....	3	PG	No	Car	P	D-R	D-R	1
2	Dodge Bros....UF-10	375	109	109	4025	1925	B 5.00/19	B 5.00/19	Own	4-3⅝x4¾	196	21.0	48-2800	L	G	A	2¼	6⅛	3	FP	No	Car	M	D-R	D-R	2
3	Dodge Bros.....F-10	445	109	109	4125	1975	B 5.25/19	B 5.25/19	Own	6-3¼x4¼	211.5	25.3	66-3200	L	C	S	2¼	6¼	4	FP	No	Car	M	D-R	D-R	3
4	Fargo Packet.......	595	...	...	.....	1935	B 5.00/19	B 5.00/19	Own	6-3¼x3¾	189.8	23.4	.....	L	...	...	...	...	...	FP	No	Str	V	N-E	N-E	4
5	Ford.............A	340	103	...	.....	1680	B 4.75/19	B 4.50/20	Own A	4-3⅞x4¼	200.5	24.0	40-2200	L	G	A	1⅝	7	3	PG	No	Zen	G	Own	Own	5
6	(X) Gen. Mot. T11	625	109	141	3800	1980	B 5.00/19	B 5.50/19	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 1/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	6
7	(X)Gen. Mot....T-15	...	121	141	6500	2425	B 5.50/20	B 5.50/20	Pontiac	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 1/16 r	5⅝	3	PC	No	Mar	M	D-R	D-R	7
8	Paige.............	765	115	...	4435	2350	B 5.50/19	B 5.50/19	Own	6-3⅛x4½	207	23.4	66-3200	L	C	C	2⅛	10⅝	7	FP	No	Ste	M	D-R	D-R	8
9	Studebaker.......S1	595	114	114	.....	2330	B 5.25/19	B 5.25/19	Own	6-3¼x4⅜	221	21.3	70-3200	L	C	A	2⅛	8 11/16	4	CC	No	Str	M	D-R	D-R	9
10	Willys Six......C-113	395	113	113	4000	1923	B 5.00/19	B 5.00/19	Own C-113	6-3⅛x3⅞	193.0	25.3	65-3400	L	C	C	2⅜	6 11/16	4	CC	No	Til	M	A-L	A-L	10
	1500 Pounds																									
11	Dodge Brothers......	490	124	124	4760	2260	B 6.00/20	B 6.00/20	Own	4-3⅝x4¾	196	21.0	48-2800	L	G	S	2¼	6⅛	3	PC	No	Car	V	D-R	D-R	11
12	Dodge Brothers......	595	124	124	4860	2360	B 6.00/20	B 6.00/20	Own	6-3⅜x3⅞	208.0	27.3	63-3200	L	C	S	2⅜	10 11/16	7	PC	No	Zen	V	N-E	N-E	12
13	Fargo Clipper........	725	...	...	.....	2340	B 5.50/18	B 5.50/18	Own	6-3¼x4	195.6	23.4	.....	L	...	...	...	...	...	FP	No	Str	V	N-E	D-R	13
14	Fisher-Std.......JR-BX	....	120	128	6800	2800	P 30x5	P 30x5	Con W10	4-3⅞x4¼	200.5	24.0	48-2800	L	C	A	2⅛	5⅞	3	FP	No	Zen	M	A-L	A-L	14
15	(X) Gen. Mot. T15..	645	130	141	6500	2625	B 5.50/20	B 5.50/20	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 1/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	15
16	Relay...........15AA	1370	131	...	.....	3750	P 30x5	P 30x5	Con 17E	6-3⅜x4	214.7	27.3	52-2200	L	C	C	2⅛	9 11/16	7	PC	No	Str	V	A-L	A-L	16
	1 Ton																									
17	Atterbury...........A	....	132	145	7000	3400	P 30x5	P 30x5	Lyc WTG	6-3x4¾	201.4	21.6	64-2800	L	G	C	2⅜	....	4	CC	....	Zen	G	D-R	D-R	17
18	Brockway.........60	....	132	141	6000	3200	P 30x5	P 30x5	Con	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	CC	No	Zen	M	A-L	A-L	18
19	Brockway.........65	....	137	149	6500	3400	P 30x5	P 30x5	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	CC	No	n	V	A-L	A-L	19
20	Commerce........S-11	1600	142	162	.....	3900	P 30x5	P 30x5	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	FP	No	Zen	V	A-L	A-L	20
21	Condor..........CAV6	825	131	180	8000	3550	B 6.00/20	B 6.50/20	Con 25A	6-3⅜x4	214	27.4	61-3000	L	C	A	2⅜	6⅜	4	FP	No	Til	M	A-L	A-L	21
22	(T)Day Elder.........60	825	135	156	6000	3300	B 6.00/20	B 6.50/20	Con 25A	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	FP	No	Zen	M	D-R	D-R	22
23	Diamond T.........216	695	135	158	8500	3300	B 6.50/20	B 6.50/20	Her JXA	6-3⅜x4¼	228.0	27.3	56-2400	L	G	C	2½	10 11/16	7	PC	No	Zen	M	A-L	A-L	23
24	Dodge Brothers......	495	133	133	5840	2500	P 6.00/20	P 32x6	Own	4-3⅝x4¾	196	21.0	48-2800	L	G	S	2¼	6⅛	3	PC	Ha	Car	M	D-R	D-R	24
25	Dodge Brothers......	595	133	133	5940	2690	P 6.00/20	P 32x6	Own	6-3⅜x3⅞	208.0	27.3	63-3200	L	C	S	2⅜	10 11/16	7	PC	Ha	Zen	M	N-E	N-E	25
26	Douglas............A6	1095	135	145	7500	3075	P 30x5	P 30x5	Bud J214	6-3⅜x4	214.7	27.3	61-3000	L	G	C	2½	10½	7	FP	No	Zen	M	A-L	A-L	26
27	Fargo Freighter......	795	...	...	7350	2725	B 6.00/20	P 32x6	Own	6-3¼x3¾	189.8	23.4	.....	L	...	...	...	...	...	FP	No	Str	V	N-E	N-E	27
28	Fisher-Std. Sp. X-1-1¼	....	128	136	7800	3150	P 30x5	DP30x5	Con W-20	4-4¼x4½	227	26.8	52-2400	L	C	A	2⅛	5⅞	3	FP	No	Zen	M	A-L	A-L	28
29	Garford...........S-11	1600	142	162	.....	3900	P 30x5	P 30x5	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	29
30	(X)Gen.Mot.......T15	675	130	141	6500	2670	B 7.00/20	B 7.00/20	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 1/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	30
31	Gramm.........AX4, 1	795	131	180	8000	3350	B 6.00/20	B 6.50/20	Con W-10	4-3⅞x4¼	200.4	24.0	50-2800	L	C	A	2⅛	5⅞	3	FP	No	Til	M	A-L	A-L	31
32	Gramm........AX-6, 1	895	131	180	8000	3550	B 6.00/20	B 6.50/20	Con 25A	6-3⅜x4	214	27.4	74-3300	L	C	A	2⅜	6⅜	4	FP	No	Til	M	A-L	A-L	32
33	Hahn & Selden.........7	....	124	...	6500	3100	P 30x5	P 30x5	Con 29L	6-2¾x4¼	185.0	19.8	45-2700	L	C	C	2⅛	....	4	FP	No	Zen	V	A-L	A-L	33
34	Indiana...............64	....	137	149	6500	3400	P 30x5	P 30x5	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	CC	No	Str	V	A-L	A-L	34
35	LaFrance-Republic A-1	795	132	...	6000	3000	B 5.50/20	P 32x6	Lyc WTG	6-3x4¾	201.5	21.5	60-2500	L	G	C	2⅜	7	4	PC	No	Zen	V	A-L	A-L	35
36	LaFra.-Republic AA-1	810	144	...	6000	3000	B 5.50/20	P 32x6	Lyc WTG	6-3x4¾	201.5	21.5	60-2500	L	G	C	2⅜	7	4	PC	No	Zen	V	A-L	A-L	36
37	Relay...........15AB	1400	131	...	.....	3800	P 30x5	P 30x5	Con 17E	6-3⅜x4	214.7	27.3	52-2200	L	...	...	...	...	...	PC	No	Str	V	A-L	A-L	37
38	Relay............S11	1700	142	162	.....	4050	P 30x5	P30x5	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	....	4	PC	No	Zen	V	A-L	A-L	38
39	Rugby..............614	....	112	112	4000	2045	B 5.00/19	B 5.00/19	Con 22-A	6-3¼x4	199.0	25.3	71-3300	L	C	S	2⅜	6 11/16	4	PC	No	Str	M	A-L	A-L	39
40	Service............S11	1600	142	162	.....	3900	P 30x5	P 30x5	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	40
41	Sterling..........FB30	795	142	162	.....	2950	B6.50/20	B6.50/20	Con 25A	6-3⅜x4	214.7	28.0	72-3300	L	C	A	2⅜	6⅜	4	CC	...	Zen	M	D-R	D-R	41
42	Stewart..............30	695	130	160	.....	2977	B 6.50/20	B 6.50/20	Lyc AFE	4-3¾x4½	199.0	22.5	50-2600	L	G	C	2⅜	7¼	4	PC	No	Str	V	D-R	D-R	42
43	Stewart............30X	795	130	160	6305	3018	B 6.50/20	B 6.50/20	Lyc WSG	6-3x4¾	201.5	21.0	60-2600	L	G	C	2⅜	7	4	PC	No	Str	V	D-R	D-R	43
44	White...............15 B	1545	133	150	7500	3402	P 30x5	P 30x5	Own GKA	4-3¾x5⅛	226.4	22.5	31-1600	L	G	C	....	....	3	PC	No	Zen	V	L-N	L-N	44
45	White...............60	1850	138	157	8000	3739	P 30x5	P 30x5	Own 2A	6-3¾x4	260.0	29.4	54-2100	L	C	S	2¼	10 11/16	7	FP	No	Zen	V	D-R	D-R	45
46	World..........DA-60	1195	150	166	8500	3650	B 6.00/20	DB6.00/20	Lyc WTG	6-3x4¾	201.5	21.6	63-2900	L	G	C	2⅜	7	4	CC	No	Zen	V	A-L	A-L	46
	1¼ Ton																									
47	Brockway.........75	....	137	149	7500	3450	P 32x6	P 32x6	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	CC	No	Zen	V	A-L	A-L	47
48	Clinton...........20B	1995	150	opt	7750	3750	P 30x5	P 30x5	Bud WTU	4-3¾x5⅛	226.4	22.5	36-1800	L	G	C	2⅛	7 11/16	3	PC	No	Zen	V	Spl	D-R	48
49	(X)GMT..........T-15	680	130	141	6500	2670	B 5.50/20	P 32x6	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 1/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	49
50	Indiana...........11X	....	120	120	8000	3350	P 30x5	P 30x5	Her	4-4x5	251.3	25.6	46-2000	L	G	C	2	9 3/16	3	CC	No	Str	G	A-L	A-L	50
51	Indiana.............11	....	120	165	8000	3500	P 30x5	P 30x5	Her	4-4x5	251.3	25.6	46-2000	L	G	C	2	9 3/16	3	CC	No	Str	G	A-L	A-L	51
52	Indiana.............74	....	137	149	7500	3450	P 32x6	P 32x6	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	CC	No	Str	V	A-L	A-L	52
53	Kenworth...........70	1375	140	152	.....	3450	P 30x5	P 30x5	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	S	2⅛	8 11/16	7	PC	No	Zen	V	A-L	A-L	53
54	LaFra.-Republic...C-1	....	144	175	7500	3300	B 6.00/20	P 32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2750	L	G	C	2⅜	8 11/16	4	PC	No	Zen	V	A-L	A-L	54
55	Moreland..........Ace	1550	136	...	6800	3000	B 7.00/20	B 7.00/20	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	S	2⅛	9⅝	7	PC	No	Zen	V	A-L	A-L	55
	1½ Ton																									
56	Acme...............3X	....	150	Op	8900	4000	B6.00/20	DB6.00/20	Con 16C	6-3⅜x4⅝	248.3	22.3	66-3200	L	C	C	2⅜	10	7	PC	No	Str	M	A-L	A-L	56
57	Atterbury............K	....	145	160	8000	3640	P32x6	P 32x6	Lyc WTG	6-3x4¾	201.4	21.6	64-2800	L	G	C	2⅜	....	4	CC	....	Zen	G	D-R	D-R	57
58	Autocar..............A	3200	150	192	12000	5400	P 34x7	P 34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	58
59	Brockway..........80	....	137	162	8000	3900	B6.00/20	DB6.00/20	Con	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	CC	No	Zen	M	A-L	A-L	59
60	Brockway..........90	....	149	168	9000	4050	P 32x6	P 32x6	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	CC	No	Zen	M	A-L	A-L	60
61	(Y) Chevrolet..Utility	625	131	...	......	2375	P 30x5	DP 30x5	Own	6-3 5/16x3¾	194.0	26.3	50-2600	H	G	C	2 1/16 r	5 11/16	3	PG	No	Car	P	D-R	D-R	61
62	Chevrolet....UL Dual	590	157	...	8000	2890	P 30x5	DP 30x5	Own	6-3 5/16x3¾	194.0	26.3	50-2600	H	G	C	....	....	3	PG	No	Car	M	D-R	D-R	62
63	Clinton............32	2195	150	Op	8500	3950	P 32x6	P 32x6	Bud WTU	4-3¾x5⅛	226.4	22.5	36-1800	L	G	..	2⅛	7 11/16	3	PC	No	Zen	V	Spl	D-R	63
64	Commerce 40	2990	168	...	......	4700	P 34x5	DP34x5	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	64
65	Commerce.........S 11	1900	162	...	.....	4300	P 30x5	DP30x5	Bud HS 6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	65
66	Condor.........CBV4	885	131	180	10000	3525	B 6.00/20	DB6.50/20	Con W-10	4-3⅞x4¼	200.4	24.0	50-2800	L	C	A	2⅛	5⅞	3	PC	No	Til	M	A-L	A-L	66
67	Condor.........CBV6	925	131	180	10000	3725	B 6.00/20	DB6.00/20	Con 25A	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	PC	No	Til	M	A-L	A-L	67
68	(Z)Corbitt.........7B6	....	150	170	8500	3410	P 32x6	P 32x6	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅛	8 11/16	7	FP	No	Zen	V	D-R	D-R	68
69	(Z)Corbitt.........8B4	....	134	134	8500	3200	B 6.00/20	P 32x6	Con W10	4-3⅞x4¼	200.4	24.0	49-2800	L	C	A	2⅛	5⅞	3	FP	No	Zen	M	D-R	D-R	69
70	(Z)Corbitt.........8B6	....	136	136	8500	3275	B 6.00/20	P 32x6	Con 25A	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	FP	No	Zen	M	D-R	D-R	70
71	Day Elder 1½, 2T 85	1395	135	168	8500	3850	B 6.00/20	DB6.50/20	Con 16-C	6-3⅜x4⅝	248.3	27.3	65-2700	L	C	C	2⅜	10 3/16	7	FP	No	Zen	M	D-R	D-R	71
72	Diamond T 216, 1-1½	695	135	158	8500	3300	B 6.50/20	B 6.50/20	Her JXA	6-3⅜x4¼	228.0	27.3	56-2400	L	G	C	2½	10 11/16	7	PC	No	Zen	M	A-L	A-L	72
73	Dodge Bros.....UF-30	595	136	136	8225	2581	B 6.00/20	P 32x6	Own	4-3⅝x4¾	196.0	21.0	48-2800	L	G	A	2¼	6⅛	3	FP	No	Car	M	D-R	D.R	73
74	Dodge Bros.......F-30	695	136	136	8275	2631	B 6.00/20	P 32x6	Own	6-3¼x4¼	211.5	25.3	66-3200	L	C	S	2¼	6¼	4	FP	No	Car	M	D-R	D-R	74
75	Dodge Bros......UF31	670	165	165	8225	2757	B6.00/20	P 32x6	Own	4-3⅝x4¾	196.0	21.0	48-2800	L	G	A	2¼	6⅛	3	FP	No	Car	M	D-R	D-R	75
76	Dodge Bros........F31	770	165	165	8275	2807	B 6.00/20	P 32x6	Own	6-3¼x4¼	211.5	25.3	66-3200	L	C	S	2¼	6¼	4	FP	No	Car	M	D-R	D-R	76
77	Dodge Bros.......F-35	1425	140	140	10175	3780	B 6.00/20	DB6.00/20	Own	6-3⅜x3⅞	208.0	27.3	63-3200	L	C	S	2⅜	10 11/16	7	FP	Ha	Zen	M	D-R	D-R	77
78	Dodge Bros.......F-36	1485	165	165	10575	3972	B 6.00/20	DB6.00/20	Own	6-3⅜x3⅞	208.0	27.3	63-3200	L	C	S	2⅜	10 11/16	7	FP	Ha	Zen	M	D-R	D,R	78
79	Douglas BGC4	1900	109	109	9000	3900	P 30x5	DP30x5	Bud WTU	4-3¾x5⅛	226.4	22.5	36-1800	L	G	C	2⅛	7 11/16	3	PC	Bu	Zen	V	R.Bo	1	79
80	Douglas............B4	2050	150	Op,	9000	3950	P 30x5	P 32x6	Bud WTU	4-3¾x5⅛	226.4	22.5	36-1800	L	G	C	2⅛	7 11/16	3	PC	Bu	Zen	E	L-N	L-N	80
81	Douglas............B6	2150	150	Op	10500	4100	P 30x5	P 32x6	Bud HS6	6-3⅜x4½	241.6	27.3	57-2500	L	G	C	2⅜	8	4	PC	Bu	Zen	E	L-N	L-N	81
82	Duplex............GF	2800	143	...	8300	4700	P 32x6	P 34x7	Bud WTU	4-3¾x5⅛	226.4	22.5	37-1800	L	G	C	3	8	3	PS	No	Zen	V	A-L	A-L	82
83	Duplex............GS	2950	143	...	8500	4800	P 32x6	P 34x7	Bud HS6	6-3⅜x4½	241.6	27.3	57-2500	L	G	C	2 11/16	8 11/16	4	FP	No	Zen	V	A-L	A-L	83
84	Fageol............101	900	143	167	......	3700	B 7.00/20	B 7.00/20	Wau XAK	4-3¾x4¾	210	22.5	40-2150	L	G	A	2¼	6 1/16	3	FP	No	Zen	M	D-R	D-R	84
85	Fageol............106	1400	161	173	......	3975	B 7.00/20	B 7.00/20	Wau TS	6-3⅛x4¾	219.0	23.4	58-2500	L	G	A	2⅜	7⅝	4	PC	No	Zen	M	D-R	D-R	85
86	Federal D2	795	131	163	8500	3225	B 6.00/20	P 32x6	Con W10	4-3⅞x4¼	200.5	24.0	48-2500	L	C	A	2⅛	5⅞	3	PC	Mo	Zen	M	D-R	D-R	86
87	Federal E2	895	132	168	8500	3275	B 6.00/20	P 32x6	Con 17E	6-3⅜x4	215.0	27.3	60-2600	L	C	A	2⅛	9 11/16	7	PC	Mo	Zen	M	D-R	D-R	87
88	Fisher-Std. 10-AX,1½-2	....	136	165	8800	3220	P 30x5	P 32x6	Con 17E	6-3⅜x4	214.7	27.3	60-2800	L	C	A	2⅛	9 11/16	7	FP	No	Zen	M	A-L	A-L	88
89	Fisher-Std. 15-A	....	144	...	8000	3250	P 30x5	P 32x6	Con 17E	6-3⅜x4	214.7	27.3	60-2800	L	C	A	2⅛	9 11/16	7	FP	No	Zen	M	A-L	A-L	89
90	Fisher-Std.........16A	....	156	...	8800	3700	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	A	2⅜	10 3/16	7	FP	No	Zen	M	A-L	A-L	90
91	F.W.D............H 4	3325	120	160	9300	5300	P 34x7	P34x7	Wis SU	4-4x5	251.0	25.6	50-2000	H	G	C	2 3/16 r	8	3	PC	No	Zen	V	A-L	A-L	91
92	Ford..............AA	495	131	157	......	2723	B6.00/20	P32x6	Own	4-3⅞x4¼	200.5	24.0	40-2200	L	G	A	1⅝	7	3	PG	No	Zen	G	Own	Own	92
93	Ford..............AA	525	157	...	......	2830	B6.00/20	P 32x6	Own	4-3⅞x4¼	200.5	24.0	40-2200	L	G	A	1⅝	7	3	PG	No	Zen	G	Own	Own	93
94	Garford............40	2900	168	...	......	4700	P 34x5	DP34x5	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	94
95	Garford..........S 11	1900	162	...	......	4300	P 30x5	DP30x5	Bud HS 6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	95
96	(X)Gen.Mot......T-15	680	130	141	6500	2670	B5.50/20	P 32x6	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 1/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	96
97	(X)Gen.Mot......T-18	595	131	...	7500	2780	P 30x5	P 32x6	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 1/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	97
98	(X)Gen.Mot......T-19	745	130	164	8500	3115	B 5.50/20	P 32x6	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 1/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	98
99	(X)Gen.Mot......T-25	1245	130	152	9000	3385	B 6.00/20	DB6.00/20	Buick	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	99
100	Gotfredson......RB34	....	136	157	10100	3300	B6.50/20	B6.50/20	Bud H199	4-3¾x4½	199.0	22.5	55.5-2800	L	G	C	3	7¾	5	FP	No	Zen	M	D-R	D-R	100
101	Gotfreson........RB36	....	136	157	10100	3300	B6.50/20	B6.50/20	Bud J214	6-3⅜x4	214.0	27.3	61.5-3000	L	G	C	2½	8¾	7	FP	No	Zen	M	D-R	D-R	101
102	Gramm...BX4, 1½-2	895	131	210	10000	3525	B 6.00/20	DB6.00/20	Con W-10	4-3⅞x4¼	200.4	24.0	50-2800	L	C	A	2⅛	5⅞	3	PC	No	Til	M	A-L	A-L	102
103	Gramm...BX-6, 1½-2	995	131	210	10000	3725	B 6.00/20	DB6.00/20	Con 25A	6-3⅜x4	214.7	27.3	74-3300	L	C	A	2⅜	6⅜	4	PC	No	Til	M	A-L	A-L	103
104	Hahn & Selden.....17	....	142	...	7900	3750	P 32x6	P 32x6	Con 18E	6-3⅜x4	214.7	27.3	66-3000	L	G	A	2⅛	8 11/16	7	FP	No	Zen	V	A-L	A-L	104
105	Hahn............317H	....	142	...	7900	3900	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2760	L	G	..	2⅜	10⅛	7	FP	No	Str	V	D-R	D-R	105
106	Indiana...........111	....	129	165	9000	3600	P 30x5	P 32x6	Her	4-4x5	251.3	25.6	46-2000	L	G	C	2	9 3/16	3	CC	No	Str	G	A-L	A-L	106
107	Indiana............89	....	149	168	9000	4050	P 32x6	P 32x6	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	CC	No	Str	V	A-L	A-L	107
108	International.....A-2	675	136	160	......	2935	B5.50/20	B6.00/20	Wau XAH	4-3⅝x4½	186	21	39-2400	L	G	C	2	6⅞	3	PC	No	Zen	V	D-R	D-R	108
109	International.....B-2	725	136	160	......	2959	B5.50/20	B6.00/20	Wau XAH	4-3⅝x4½	186	21	39-2400	L	G	C	2	6⅞	3	PC	No	Zen	V	D-R	D-R	109

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							1000 Pounds			
1	Har	P.Own	Own' Ind.	U	3	No	Own	Own Int.	S½	U	4.1	13.6	Own Ind.	O4IM	101	21	Own	5x2¼x3/16	C	....	28 3/16	....	36x1¾	54x1¾	N	1
2	Fed	P.	Own	U	3	No	2	Own	S½	H	4.66	13.9	Own	O4IH	121	TX	War	5x1¾x3/16	C	53⅞	26⅝	42 11/16	35½x1¾	53½x1 11/16	N	2
3	Fed	P.	Own	U	3	No	2	Own	S½	H	4.66	13.9	Own	O4IH	121	TX	War	5x1¾x3/16	C	53⅞	26⅝	42 11/16	35½x1¾	53½x1 11/16	N	3
4	Own	D.Own	Own	U	3	....	Own	Own	S¾	..	4.7	14.3	Own	....	....	....	War	....		....	....	....	....	....	..	4
5	Own	D.Own	Own	U	3	No	Own	Own	S½	U	3.7	11.7	Own	O4IM	168	2I	Own	....	C	....	....	....	30 11/16x	39½x	N	5
6	Lon	P.Own	Pontiac	U	3	No	M.M.	Pontiac	S½	H	4.42	14.7	Pontiac	S4IM	200	4I	Jac	5x1¾x3/16	C	....	....	44	36x2	54x2	N	6
7	Lon	P.Own	Own	U	3	No	M.M.	Tim 51500	S½	H	4.86	16.1	Tim 11709	B4IM	308	4I	Jac	6x2¼x3/16	C	68¼	39	34	38x2	50¼x2½	N	7
8	Lon	P.Lon	W-G	U	3	No	U-P 2	Sal	S½	H	4.7	14.2	Clark	4IH	154	T	Ros	5½x2¼x3/16	C	....	....		36x2	54x2	N	8
9	McC	P.Lon	W-G	U	3	No	Spi 2	Own	S½	H	4.73	15.2	Own	B4IM	148	4I	Ros	5½x2x3/16	C	....	....	43½	36x1¾	54x1¾	N	9
10	Fed	P.B&B	Own	U	3	No	Spi	Own	S½	H	4.6	12.4	Own	B4IM	143	4I	Own	5¼x2¼x3/16	C	....	....	....	36x1¾	51x1¾	N	10
																							1500 Pounds			
11	Fed	P.	Own	U	3	No	2	Own	S½	H	5.63	21.1	Own	O4IH	189	TX	Han	6x2¾x7/32	C	66⅞	31	37⅞	39x2	48x2½	N	11
12	Fed	P.	Own	U	3	No	2	Own	S½	H	5.11	19.2	Own	O4IH	189	TX	Han	6x2¾x7/32	C	66⅞	31	37⅞	39x2	48x2½	N	12
13	Own	D.Own	Own	U	3	....	Own	Own	S½	..	4.9	15.5	Own	....	....	....	....	....		....	....	....	....	....	..	13
14	Lon	P.Lon	W-G T9	U	4	No	Spi 2	Sal F	S½	H	5.37	34.4	Sal F	L4IH	362	TX	Ros	6 3/16x2¼x3/16	C	84	47½	32	40x2	54x2½	N	14
15	Lon	P.Own	Own	U	3	No	M.M.	Own	S½	H	4.86	16.1	Own	B4IM	308	4I	Jac	6x2¼x3/16	C	87	48	34	38x2	50¼x2½	N	15
16	Lon	P.B&B	W-G T-9	U	4	....	Blo	Own	2R	..	6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2½x7/32	P	96	55	34	36x2¼	48x2½	..	16
																							1 Ton			
17	Fed	P.B&B	War T9	U	4	....	Spi300	Tim 51000H	B	H	6.20	39.7	Tim 11710H	L4IH	424	....	Gem	5¾x3¾x¼	..	96	53½	34	38x2¼	50x2½	N	17
18	G&O	P.B&B	War	U	3	No	Spi 2	Col	S½	H	5.59	19.8	Col	B4IM	297	TX	Ros	5½x2½x3/16	C	90	52½	34	37x2¼	52x2½	N	18
19	G&O	P.B&B	B-L	U	3	No	Spi 2	Col	S½	H	5.12	21.3	Col	C4IM	244	TX	Ros	5½x2½x3/16	C	95	55	34	37x2¼	52x2½	N	19
20	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x7/32	P	103½	63	34	36x2¼	48x2½	N	20
21	Per	D.Jon	W-G T9	U	4	No	Blo	Tim53200BF	BF	H	5.66	36.3	Tim 3000	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	21
22	G&O	P.B&B	W-G T9	U	4	No	Spi	Tim	B¾	H	5.6	36.3	Tim	B4IM	344	4I	Ros	5⅞x3¾x3/16	C	106½	58½	34	40x2¼	54x2½	½	22
23	G&O	P.B&B	W-G	U	4	No	Spi 2	Cla B375	SF	H	Opt	Opt	Cla F208	L4IH	252	TX	Ros	6⅛x2½x7/32	T	93	51½	34	42x2	50x2½	N	23
24	Fed	P.	Own	U	4	No	3	Own	S½	H	5.6	36.1	Own	O4IH	206	TX	Han	6-2¾x7/32	C	85⅞	50	37⅞	39x2	48x2½	N	24
25	Fed	P.	Own	U	4	No	3	Own	S½	H	5.1	33.4	Own	O4IH	206	TX	Han	6-2¾x7/32	C	85⅞	50	37⅞	39x2	48x2½	N	25
26	Mod	P.B&B	W-G T9	U	4	No	M.M.	Cla B370	SF	H	5.6	36.3	Cla F208	L4IH	377	FX	Ros	5¾x3¾x3/16	T	96	58¾	34	39¼x2	49x2½	½	26
27	Own	......	Own	U	4	....	U-P	Cla	S¼	..	5.67	37.2	Own	L4IH	....		....		P	....	....	....	....	....		27
28	Lon	P. Lon	Cov F4B	U	4	No	Spi 3	Tim 52200H	SF	H	5.83	37.3	Tim 11703H	L4IH	....	TX	Ros	6 3/16x2¾x¼	C	88	54½	32	40x2	54x2½	N	28
29	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x7/32	P	103½	63	34	36x2¼	48x2½	N	29
30	Lon	P.Own	Own	U	3	No	M.M.	Own	S½	H	..83	16.0	Own	B4IM	308	4I	Jac	6x2¼x3/16	C	87	48	34	38x2	50¼x2½	N	30
31	Per	D.Jon	W-GT9	U	4	No	Blo	Tim 53200H	BF	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	31
32	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200H	BF	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	32
33	G&O	P.B&B	W-G	U	3	No	Blo	Tim 52000 H	BF	R	....	....	Tim 11703 H	L4IH	....	TX	Ros	5x2¼x3/16	C	86	....	34	41x2¼	50x2¼	N	33
34	Lon	P.B&B	B-L	U	3	No	Spi 2	Col	S½	H	5.12	21.3	Col	C4IM	244	TX	Ros	5½x2½x3/16	C	96	56	34	37x2¼	52x2½	N	34
35	Per	P:B&B	Ful Wo-BB	U	4	No	Spi 3	Tim 51000 H	SF	H	5.86	36.1	Tim 11710-H	L4IH	378	TX	Han	5⅞x2x3/16	C	96	54	31⅞	38x2	52½x2½	N	35
36	Per	P.B&B	Ful Wo-BB	U	4	No	Spi 3	Tim 51000H	SF	H	5.86	36.1	Tim 11710H	L4IH	378	TX	Han	5⅞x2x3/16	C	108	66	31⅞	38x2	52½x2½	N	36
37	Lon	P.B&B	W-G T-9	U	4	....	Blo	Own	2R	..	6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2½x7/32	..	106¾	63	34	36x2½	48x2½	N	37
38	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20B	2R	..	5.14	25.5	Col 5530	L4IH	297	FX	Han	6x2½x7/32	..	103½	63	34	36x2¼	48x2½	N	38
39	McC	P.B&B	War	U	3	No	Spi	Adams	S½	H	4.7	15.6	Adams	S4IM	178	4I	War	5⅝x2x7/32	C	52¾	26	41 3/16	36x1¾	55x2	N	39
40	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	5.1	25.5	Col 5530	....	....	....	Han	6x2½x7/32	..	103½	63	34	36x2¼	48x2½	N	40
41	Per	P.B&B	Cov F4B	U	4	No	Spi	Tim	BF	H	5.66	37.6	Tim	L4IH	269	TX	Ross	6x2⅝x3/16	C	96	57	34	38x2¼	50x2½	N	41
42	Fed	P.B&B	War	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM	...	TX	Ros	6x2¼x7/32	C	77 3/16	40 3/16	32	38x2¼	50x2½	N	42
43	Fed	P.B&B	War	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM	...	TX	Ros	6x2¼x7/32	C	77 3/16	40 3/16	32	38x2¼	50x2½	N	43
44	Own	P.Own	Own TBC	A	4	No	Spi 2	Own 15B	S½	R	3.99	18.6	Own 15B	O2IM	226	2I	Own	5⅛x3 3/16x¼	C	97⅛	57⅜	34⅛	41⅛x2	53¼x2¼	N	44
45	Own	P.Own	Own 5B	U	3	No	M.M2	Own 4C	S½	H	4.73	17.8	Own 4D	L4IH	276	TX	Han	6x2⅝x3/16	C	112	58¾	34½	39x2¼	50x2½	N	45
46	Per	P.Lon	WGT9	U	4	No	Spi 3	Tim 53200H	SF	H	6.38	40.8	Tim 30000H	L4IH	377	TX	Ros	6¾x2¾x3/16	T	126	70	34	38x2½	54x2½	N	46
																							1¼ Ton			
47	G&O	P.B&B	B-L	U	4	No	Spi 2	Col	S½	H	5.12	25.6	Col	C4IM	244	TX	Ros	5½x2½x3/16	C	95	55	34	37x2¼	52x2½	N	47
48	Per	D.B-L	B-L 31	U	3	No	Blo	Cla B501	B½	R	6.28	29.5	Shu 5405	C2XM	189	2I	Ros	5½x3x3/16	T	Opt	Opt	34	35½x2¼	51x2½	N	48
49	Lon	P.Own	Own	U	3	No	M.M.	Own	S½	H	4.83	16.0	Own	B4IM	308	4I	Jac	6x2¼x3/16	C	87	48	34	38x2	50¼x2½	N	49
50	McC	P.B-L	B-L	U	3	No	Spi	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3x3/16	C	52 3/16	44½	34	40¼x2½	38¼x2½	N	50
51	McC	P.B-L	B-L	U	3	No	Spi	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3¼x3/16	C	99	54 3/16	34	40x2¼	54x2½	½	51
52	Lon	P.B&B	B-L	U	4	No	Spi 3	Col	SF	H	5.12	25.6	Col	C4IM	190	TX	Ros	5½x2½x3/16	C	96	56	34	37x2¼	52x2½	N	52
53	Per	P.B-L	B-L 214	U	4	No	Spi 3	Cla B370	SF	H	5.4	34.6	Cla F208	L4IH	220	TX	Roe	5½x3x¼	C	96	58	34⅛	40x2¼	52x3	½	53
54	Per	P.B&B	FulWO-BB	U	4	No	Spi 3	Tim 52200H	SF	R	5.83	29.2	Tim 11710H	L4IH	413	TX	Han	6x2¼	C	109	60⅛	32	38x2	57½x2½	½	54
55	Lon	P.B-L	B-L 20	U	4	No	Pet	Tim 52000H	SF	R	5.83	29.2	Tim 11703H	L4IH	413	TI	Ros	5½x1½x3/16	C	101 3/16	56	....	38x2¼		½	55
																							1½ Ton			
56	Per	B-L	B-L 214	U	4	....	Spi	Tim 53200H	BF	H	5.66	36.3	Tim 30000H	L4ID	330	TX	Ros	6x3¼x¼	C	108	71	34	38x2½	54x2½	N	56
57	Fed	P.B&B	War T9	U	4	....	Spi	Tim 52200H	B	..	6.50	39.7	Tim 11710H	L4IH	437	....	Ros	5¾x3¾x¼	..	118	66¼	34	38x2¼	50x2½	N	57
58	Per	dp.Lon	Own T	U	4	No	Spi	Own SA	SF	H	5.22	27.9	Tim 14703H	LO4ID	460	2IM	Ros	6⅞x3x3/16	C	115¼	63⅝	34	40x2½	54x3	N	58
59	G&O	P.B&B	....	U	4	No	Spi	Tim	SF	H	5.66	36.2	Col	CB4IM	....	TX	Ros	5¾x2½x3/16	C	95	55	34	37x2½	52x2½	N	59
60	G&O	P.B&B	....	U	4	No	Spi 3	Tim	SF	H	5.83	37.4	Col	CB4IM	....	CD	Ros	5¾x2½x3/16	C	113	67	34		52x2½	N	60
61	Har	P.Own	Own	U	3	No	Own	Own	S½	..	4.88	30.0	Own	....	....	....	Own	.....	..	86⅝	51 11/16	....				61
62	Own	P.Own	Own	U	4	No	Own 2	Own	S½	U	5.43	33.5	Own	O4IM	170	2I	Own	7x2⅝x7/32	C	112⅝	77¾	37	36x1¾	45x2½	N	62
63	Per	D.B-L	B-L 31	U	3	No	Blo	Cla 501	B½	R	6.28	29.5	Shu 5405	K2XM	189	2I	Ros	5½x3x3/16	T	Opt	Opt	34	35½x2¼	51x2½	N	63
64	Lon	D.Ful	Ful MGU	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	64
65	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x7/32	P	133½	83..	34	36x2¼	48x2½	N	65
66	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200	BF	H	5.66	36.3	Tim 30000	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	66
67	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200	BF	H	5.66	36.3	Tim 30000	L4IH	360	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	67
68	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 52200H	BF	H	5.8	29.0	Tim 11703H	L4IH	380	TX	Ros	5⅝x2½x¼	T	Opt	Opt	34	38x2½	50x2½	½	68
69	Per	P.B&B	Own	U	4	No	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5⅝x3x¼	P	96	53	34	38x2½	50x2½	N	69
70	Per	P.B&B	Own	U	4	No	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5⅝x3x¼	P	96	55	34	38x2½	50x2½	N	70
71	Per	P.B&B	W-G T9	U	4	No	Spi 3	Tim 53200H	BF	H	6.60	42.3	Tim 30000H	L4IH	380	TX	Ros	5⅞x3¾x3/16	C	105	57	34	40x2¼	54x2½	½	71
72	G&O	P.B&B	W-G	U	4	No	Spi 2	Cla B375	SF	H	Opt	Opt	Cla F208	L4IH	252	TX	Ros	6⅛x2½x7/32	T	93	51½	34	42x2	50x2½	N	72
73	Fed	P.	Own	U	4	No	Own 2	Own	SF	H	5.67	37.1	Own	O4IH	187	TX	War	7x2⅝x11/32	C	88⅜	52⅜	37⅞	39x2	48x2½	N	73
74	Fed	P.	Own	U	4	No	Own 2	Own	SF	H	5.67	37.1	Own	O4IH	187	TX	War	7x2⅝x11/32	C	88⅜	52⅜	37⅞	39x2	48x2½	N	74
75	Fed	P.	Own	U	4	No	Own 3	Own	SF	H	5.67	37.1	Own	O4IH	229	TX	War	8x2⅜x11/32	C	141 11/32	81⅜	37⅞	39x2	48x2½	½	75
76	Fed	P.	Own	U	4	No	Own 3	Own	SF	H	5.67	37.1	Own	O4IH	229	TX	War	8x2⅜x11/32	C	141 11/32	81⅜	37⅞	39x2	48x2½	½	76
77	Lon	P.	Own	U	4	No	Own 3	Own	SF	H	6.38	41.4	Own	O4IH	311	TX	Han	7⅛x2⅞x¼	C	119 3/16	62¾	34	40x2½	56x3	N	77
78	Lon	P.	Own	U	4	No	Own 3	Own	SF	H	6.38	41.4	Own	O4IH	311	TX	Han	7⅛x2⅞x¼	C	136 3/16	87¾	34	40x2½	56x3	N	78
79	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	59	42	31	34½x2½	48½x2½	½	79
80	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	5x1¾x¼	T	110	72	31	46x2½	52x2½	½	80
81	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	110	72	31	46x2½	52x2½	½	81
82	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM	...	2I	Ros	5x3x¼	C	.....	.....	34	39x2½	50x2½	N	82
83	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM	...	2I	Ros	5x3x¼	C	.....	.....	34	39x2½	50x2½	N	83
84	Per	P. Lon	W-G T9	U	4	No	Spi	Tim 53600H	BF	H	5.14	32.9	Tim 30010H	L4IH	257	TX	Ro-	5x3x3/16	C	120	65¾	34	32¾x2	50x2½	N	84
85	Per	P. Lon	W-G T9	U	4	No	Spi 3	Tim 52200H	B½	H	5.83	37.3	Tim 11706H	L4IH	282	TX	Ros	5x3x3/16	C	132	84	34	32¾x2½	50x2½	N	85
86	Lon	P.B&B	W-GT9	U	4	No	Spi 2	Cla B374	SF	H	6.38	40.8	Cla F208	L4IH	377	TX	Gem	6x2¾x¼	C	106	54¾	34	38x2¼	50x2½	N	86
87	Lon	P.B&B	W-G T9	U	4	No	Spi 2	Cla B 374	SF	H	5.67	36.3	Cla F208	L4IH	377	TX	Gem	6x2¾x¼	C	101	51	34	38x2¼	50x2½	N	87
88	Lon	B-L	B-L 214	U	4	No	Spi 3	Tim 53200H	FF	H	5.14	32.9	Tim 30000H	L4IH	...	TX	Ros	6 3/16x2¾x¼	C	108	60½	32	40x2	54x2½	N	88
89	Lon	B-L	B-L 214	U	4	No	Spi 3	Tim 52200H	FF	H	5.83	37.4	Tim 11703H	L4IH	380	TX	Ros	6x2¾x¼	C	106	68½	32	40x2	54x2½	N	89
90	Lon	B-L	B-L 314	U	4	No	Spi 3	Tim 54200H	FF	R	5.83	38.5	Tim 31000H	L4IH	380	TX	Ros	6x2¾x¼	C	130	80½	32	40x2	54x3	N	90
91	Per	D.Det	Cot A	A	4	Op	Blo 4	Own	BF	H	7.86	38.0	Own	O4M	252	2I	Ros	5 3/16x2¼x3/16	C	112	81	36	42¾x2½	52¾x2½	½	91
92	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	21	Own	6x2¾x7/32	C	81½	51¾	38 3/16	30⅝x2¼	36x2¼	N	92
93	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	2I	Own	6x2¾x7/32	C	81½	51¾	38 3/16	30⅝x2¼	36x2¼	N	93
94	Lon	D.Ful	Ful MGU	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	94
95	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x7/32	P	133½	83	34	36x2¼	48x2½	N	95
96	Lon	P.Own	Own	U	3	No	M.M.	Own	S½	H	4.83	16.0	Own	B4IM	308	4I	Jac	6x2¼x3/16	C	87	48	34	38x2	50¼x2½	N	96
97	Lon	P.Own	Own	U	4	No	Own	Own	S½	U	5.43	35.7	Own	O4IM	361	2I	Jac	6x2¼x7/32	P	86⅛	51¼	37	36x1¾	45x2½	N	97
98	Lon	P.Own	Own	U	4	No	Spi	Own	SF	H	6.2	40.7	Own	B4IM	377	TX	Jac	6x2¼x3/16	P	87	48	34	38x2	50¼x2½	N	98
99	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.83	29.6	Own	B4IM	377	TX	Jac	6x2¼x3/16	P	87	48	34	38x2	50¼x2½	N	99
100	Per	P.B&B	Cla B312	U	4	No	Spi	Cla B373	F	H	6.37	41.8	Cla F212	L4IH	377	TX	Ros	5¾x2¾x¼	C	108	58½	32⅛	32⅛x2¼	54x2½	N	100
101	Per	P.B&B	Cla B312	U	4	No	Spi	Cla B373	F	H	6.37	41.8	Cla F212	L4IH	377	TX	Ros	5¾x2¾x¼	C	108	58½	32⅛	38⅛x2¼	54x2½	N	101
102	Per	D.Jon	W-GT9	U	4	No	Blo	Tim 52300 H	BF	H	6.2	39.6	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	102
103	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 52300 H	BF	H	6.2	39.6	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	103
104	Chi	D.B-L	B-L 20	U	4	No	Blo	Tim 52000 H	BF	R	5.8	....	Tim 11703 H	L4IH	380	TX	Ros	5⅝x2¾x3/16	C	110	.....	34	41x2¼	50x2½	N	104
105	Chi	D.B-L	B-L 35	U	4	No	Blo	Tim K	BF	..	5.1	....	Tim	L4IH	...	TX	Ros	....	C	110	66	34	41x2¼	30x2½	..	105
106	McC	P.B&B	B-L	U	3	No	Spi	Cla	S½	H	5.5	26.4	Shu	K2IM	432	2I	Ros	5½x3¼x3/16	C	99	54	34	40x2¼	54x2½	N	106
107	Lon	P.B&B	B-L	U	4	No	Spi 3	Col	SF	H	5.12	20.8	Col	C4IM	292	TX	Ros	5⅝x2½x¼	C	114	68	34	37x2¼	52x2½	N	107
108	Mod	P.M.M.	War T-9	U	4	No	MM.4	Own 702	SF	H	6.16	39.5	Own 101	BE4IM	212	TX	Ros	5⅞x2¾x3/16	T	93⅝	53⅝	32⅛	40x2	46x2½	N	108
109	Mod	P.M.M.	M.M. "O"	U	3	No	MM.4	Own 701	SF	H	6.16	47.3	Own 101	BE4IM	212	TX	Ros	5⅞x2¾x3/16	T	93⅝	53⅝	32⅛	40x2	46x2½	N	109

Line Number	Make, Model and Capacity	General: Chassis Price	General: Standard W.B.	General: Max. W.B. Furnished	General: Gross Vehicle Wt. (See Key Note)	General: Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: Piston Displacement	Engine: N.A.C.C. Rated H.P.	Engine: Max. Brake H.P. at Specified R.P.M.	Engine: Valve Arrangement	Engine: Camshaft Drive	Engine: Piston Material	Engine: Dia. Main Bearings	Engine: Length Main Bearings	Engine: No. Main Bearings	Engine: Oiling System	Engine: Governor Make	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Ignition System Make	Electrical System: Generator, Starter Make	Line Number
	1½ Ton—Cont'd																									
1	International....AL-3	1450	138	164	......	4032	B 6.00/20	DB6.00/20	Lyc 4SLH	6-3¼x4½	224	25.3	54-2700	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	D-R	D-R	1
2	Kenworth.........85	1550	140	152	......	3700	P 30x5	DP30x5	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅛	9 11/16	7	CC	No	Zen	M	D-R	D-R	2
3	Kleiber...........80	....	140	152	8000	3625	B 7.00/20	B 7.00/20	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	C	2⅛	8 11/32	7	FP	No	Str	V	D-R	D-R	3
4	LaFrance-Republic C-1	....	144	175	7500	3300	B 6.00/20	P 32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2750	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	A-L	A-L	4
5	Lange............R	2225	140	172	9300	4600	P 32x6	P 32x6	Her WXB	6-3¾x4½	298.0	33.7	67-2400	L	C	C	2⅝	13½	7	PC	No	Zen	M	A-L	A-L	5
6	Larrabee..........25	1945	152	160	9375	4200	B7.00/20	B.7.00/20	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/32	7	FP	No	Zen	G	D-R	D-R	6
7	LeMoon.........HB10	1500	140	152	10000	3300	B 6.50/20	B 6.5020	Con 16C	6-3⅜x4⅝	248.0	27.3	65-2800	L	C	C	2⅜	10 5/32	7	PC	No	Str	G	D-R	D-R	7
8	Maccar.........36200	1950	154	171	10100	4800	P 32x6	DP32x6	Bud HS	6-3⅜x4½	241.6	27.3	57-2400	L	G	C	2⅜	7½	4	PC	Bu	Str	V	D-R	D-R	8
9	Maccar...........36A	2050	155	171	10100	4800	B 7.00/20	DB7.00/20	Bud H-298	6-3¾x4½	298.0	33.7	83-2800	L	G	C	3	9⅞	7	FP	No	Str	M	D-R	D-R	9
10	Mack.............BL	2500	138	148	......	......	B 6.00/20	DB6.00/20	Own BL	6-3¼x5	248.9	25.4	58-2600	L	G	C	2⅝	10 11/16	7	FP	Ha	Str	V	N-E	N-E	10
11	Netco.............A	2800	146	168	7000	4000	B 6.00/20	B 6.00/20	Wau 6TL	6-3⅜x4¾	255.0	27.3	68-2600	L	G	A	2⅜	7⅝	4	FP	Ha	Zen	M	A-L	A-L	11
12	Relay..........40CA	3040	168	...	......	5550	P 34x5	DP34x5	Bud DW6	6-3¾x5	331	33.7	64-2100	L	...	...	...	...	..	PC	No	Zen	V	A-L	A-L	12
13	Relay...........S 11	1900	162	...	......	4500	P 30x5	DP30x5	Bud HS 6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	13
14	Reo...........1A, 1C	625	136	160	8000	......	B 6.00/20	P 32x6	Own	4-3 13/16x4½	205.0	23.3	51-2500	L	G	B	3	8 1/16	5	FP	....	Zen	M	D-R	D-R	14
15	Reo...........1B, 1D	725	136	160	8000	......	B 6.00/20	P 32x6	Own	6-3⅜x4	214.7	27.3	61-3000	L	G	B	2½	10 1/16	7	FP	....	Zen	M	D-R	D-R	15
16	Reo.....DFX Tonner	1095	135	135	9000	3200	B 6.00/20	DB6.00/20	Own	6-3⅜x5	268.3	27.3	85-3200	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	16
17	Reo.....DFX Tonner	895	135	135	9000	3200	B 6.00/20	P 32x6	Own	6-3⅜x5	268.3	27 3	85-3200	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	17
18	Rugby.......... 6-15	865	135	...	7150	2850	B 5.50/20	P32x6	Con 22A	6-3¼x4	199.0	25.3	71-3300	L	C	S	2⅜	6 1/16	4	PC	No	Str	M	A-L	A-L	18
19	Rugby...........616	920	154	...	7150	3110	B 5.50/20.	B 5.50/20	Con 22A	6-3¼x4	199.0	25.3	71-3300	L	C	S	2⅜	6 1/16	4	PC	No	Str	M	A-L	A-L	19
20	Schacht..10H, 1½-2½	....	156	195	......	4450	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248.3	27.3	65-2600	L	G	C	2⅜	10⅜	7	FP	No	Zen	G	D-R	D-R	20
21	Selden...........317	....	142	...	7900	3900	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2760	L	G	C	2⅜	10⅛	7	FP	No	Str	V	D-R	D-R	21
22	Service............40	2990	168	...	......	4700	P 34x5	DP34x5	Bud DW 6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	22
23	Service...........S11	1900	162	...	......	4300	P 30x5	DP30x5	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	23
24	Sterling.........FB30	795	142	162	......	2950	B6.50/20	B6.50/20	Con 25A	6-3⅜x4	214.7	28.0	72-3300	L	C	A	2⅜	6⅜	4	CC	....	Zen	M	D-R	D-R	24
25	Sterling.FB35-1½, 1¾	1075	142	162	......	3050	B6.50/20	B6.50/20	Con 25A	6-3⅜x4	214.7	28.0	72-3300	L	C	A	2⅜	6⅜	4	CC	....	Zen	M	D-R	D-R	25
26	Stewart.............40	895	130	160	......	3215	B 6.50/20	DB6.50/20	Lyc AFE	4-3¾x4½	199.0	22.5	50-2600	L	G	C	2⅛	7¼	3	PC	No	Str	V	D-R	D-R	26
27	Stewart...........40X	995	130	160	......	3350	B 6.50/20	DB6.50/20	Lyc	6-3x4¾	201.5	21.6	60-2800	L	G	C	2⅛	7¼	4	PC	No	Str	V	D-R	D-R	27
28	Stewart...........34X	1195	145	176	......	3710	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2600	L	G	C	2⅛	9 11/16	4	FP	....	Zen	V	No	D-R	28
29	Studebaker......S-20	695	130	160	......	2840	B 6.00/20	P 32x6	Own	6-3¼x4⅛	205	25.4	70-3200	L	C	C	2⅛	9	4	CC	....	Str	M	D-R	D-R	29
30	White...............61	2450	148	196	10500	4789	P 30x5	DP30x5	Own 4A	6-3¾x4½	299.0	33.7	66-2100	L	C	S	2⅝	10 11/16	7	FP	Ha	Zen	V	D-R	D-R	30
31	Wichita...........6-21	2600	160	Op	11000	4695	P 32x6	DP32x6	Wau MS	6-3¾x4¾	315.	27.3	70-2200	L	G	C	2⅝	12½	7	CC	Wa	Str	V	D-R	D-R	31
32	Willys Six.......C-131	595	131	131	7000	2625	B 5.50/20	P 32x6	Own C-131	6-3¼x3⅞	193.0	25.3	65-3400	L	C	C	2⅜	6 11/16	4	CC	No	Til	M	A-L	A-L	32
33	Willys Six........C157	630	157	157	7000	2900	B5.50/20	P 32x6	Own C-157	6-3¼x3⅞	193.0	25.3	65-3400	L	C	C	2⅜	6 21/32	4	CC	No	Til	M	A-L	A-L	33
34	Witt-Will........S15B	2100	147	...	10500	4500	P 30x5	DP30x5	Con S4	4-4¼x4½	255.3	28.9	50-2200	L	C	C	2¼	8⅜	3	PC	No	Zen	V	D-R	D-R	34
35	Witt-Will........C15B	2200	158	...	10500	5170	P 30x5	DP30x5	Con 16C	6-3⅜x4⅝	248.2	27.3	66-3200	L	C	C	2⅜	10 3/16	7	FC	No	Zen	M	D-R	D-R	35
36	Woods...............32	1995	160	Op	......	4400	B 6.50/20	DB6.50/20	Her WXA-2	6-3½x4½	260	29.4	60-2400	L	G	C	2⅝	13¼	7	PC	No	Str	M	A-L	A-L	36
37	World.........DB-60	1545	150	166	10000	3900	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224	25.3	61-2750	L	G	C	2⅜	7 11/16	4	PC	No	Zen	V	A-L	A-L	37
	1¾ Ton																									
38	Condor...........CB	1460	140	174	12000	4150	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2900	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	A-L	A-L	38
39	Federal............F7	1525	132	152	10000	3765	P 30x5	DP30x5	Con 16C	6-3⅜x4⅝	248.0	27.3	64-2500	L	C	C	2⅜	10 3/32	7	PC	KP	Zen	M	D-R	D-R	39
40	Gramm..............B	....	140	196	12000	4150	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2900	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	A-L	A-L	40
	2 Ton																									
41	Acme..............4X	....	179	Op	12500	5500	B7.50/20	DB7.50/20	Con 16R	6-4x4½	311	38.4	73-2400	H	C	N	2¾	13 1/16	7	PC	Ha	Str	M	A-L	A-L	41
42	Amer. LaF. Chief 9R	3650	180	Op	12000	6000	P 32x6	DP32x6	Own	6-3¾x5	331.0	33.7		L	G	C	2⅝	9	4	FP	On	Str	V	D-R	D-R	42
43	Atterbury...........G	....	160	160	10000	3955	P 32x6	DP32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	62-2800	L	G	C	2⅜		4	CC	....	Zen	G	A-L	A-L	43
44	Atterbury..........45	....	175	188	12000	5300	B 7.50/20	DB7.50/20	Lyc ASB	6-3⅝x4½	278.6	31.5	85-3000	L	G	C	2⅜		4	CC	....	Zen	M	A-L	A-L	44
45	Autocar.............A	3200	150	192	12000	5400	P 34x7	P34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	45
46	Autocar.............D	3500	150	192	16000	5710	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	46
47	Available.........T12	....	...	Op	10000	3850	B 6.50/20	B 6.50/20	Wau ZK	6-3⅜x4⅛	221	27.3	62-3000	L	G	C	2⅜	6 9/16	4	FP	No	Sch	M	D-R	D-R	47
48	Available........T-20	....	Op	Op	11000	5000	P 7.00x20	DP7.00x20	ConWau TL	3-3⅜x4¾	255	27.3	69-2600	L	G	C	2⅜	7⅝	4	FP	No	Sch	M	D-R	D-R	48
49	Brockway...........92	....	149	168	9200	4250	P 32x6	DP32x6	Con	6-3⅜x4⅝	248.0	27.3	65-2700	L	C	C	2⅜	10 3/32	7	CC	No	Zen	M	A-L	A-L	49
50	Brockway.........120	....	156	170	12000	5400	P 32x6	DP32x6	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	No	Zen	M	A-L	A-L	50
51	Chicago.......1-20-A	....	146	206	......	4594	B 7.50/20	DB7.50/20	Wau 6TL	6-3⅜x4¾	255.0	27.3	68-2500	L	G	A	2⅜	9½	3	FP	No	Str	M	A-L	A-L	51
52	Clinton..............45	2840	162	Op	11000	4875	S 34x4°	DS34x4°	Bud KTU	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛ r	9 1/16	3	PC	No	Zen	V	Spl	D-R	52
53	Commerce..........40	3240	168	185	......	4900	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	53
54	Commerce..........S11	2030	162	...	......	4500	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	54
55	Concord.........GX-6	3000	163	185	11640	514C	P 32x6	DP32x6	Bud DW6	6-3¾x5	330.0	33.7	73-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	55
56	Condor.........CCV4	1085	131	180	12000	3900	B 6.50/20	DB6.50/20	Con W11	4-4⅛x4¼	227.0	27.2	55-2600	L	G	C	2⅛	5⅞	3	PC	No	Til	M	A-L	A-L	56
57	Condor.........CCV6	1230	131	180	12000	4150	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248.2	27.2	70-3000	L	C	C	2⅜	10	7	FP	No	Til	M	A-L	A-L	57
58	Condor.............CC	1760	160	196	14000	4800	B 7.00/20	DB7.00/20	Lyc ASB	6-3⅝x4½	278.6	31.5	82-2600	L	G	A	2⅝	9⅛	4	PC	No	Zen	M	A-L	A-L	58
59	Corbitt...........9B6	....	152	183	11900	4200	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/32	7	FP	No	Zen	V	D-R	D-R	59
60	Corbitt..........10B6	....	169	169	10100	3950	B 6.50/20	DB6.50/20	Con 25A	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	FP	....	Zen	M	D-R	D-R	60
61	Day-Elder..........110	1825	156	196	11000	4800	B 7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	248.3	27.3	65-2700	L	C	C	2⅜	10 3/32	7	FP	No	Zen	M	D-R	D-R	61
62	Diamond T.316	1095	155	167	11500	4400	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4½	263	31.5	65-2400	L	G	A	2½	10 11/16	7	PC	No	Zen	M	A-L	A-L	62
63	Diamond T.303-2-2½ T	1585	160	185	13500	4870	B 7.00/20	DB7.00/20	Her WXB	6-3¾x4½	298.0	33.7	67-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	63
64	Dodge Bros.......F-40	1995	150	150	14590	5173	B 6.50/20	DB6.50/20	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	64
65	Dodge Bros.......F-41	2085	165	165	14750	5211	B 6.50/20	DB 6.50/20	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	65
66	Douglas.........CGC4	2500	116	116	12500	4500	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛	9 1/16	3	PC	Bu	Zen	V	R-Bo	1	66
67	Douglas.............C4	3275	156	Op	12500	5100	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛	9 1/16	3	PC	Bu	Zen	E	L-N	L-N	67
68	Douglas.............C6	3425	168	Op	15500	5850	P 32x6	P 34x7	Bud DW-6	6-3¾x5	331.3	33.7	73-2400	L	G	C	2½	9	4	PC	Bu	Zen	E	L-N	L-N	68
69	Duplex...............S	3600	160	...	12500	5600	P 32x6	P 36x8	Bud DW6	6-3¾x5	330	33.7	61-2100	L	G	C	2⅞ r	9	4	FP	No	Str	V	A-L	A-L	69
70	Fageol..............135	1900	161	177	......	5150	P 30x5	DP30x5	Wau TL	6-3⅜x4¾	255	27.3	68-2500	L	G	A	2⅜ r	7⅝	4	FP	No	Zen	M	D-R	D-R	70
71	Federal..............A6	1855	151	176	13500	4580	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	64-2500	L	C	C	2⅜	10 3/32	7	PC	KP	Zen	V	D-R	D-R	71
72	Fisher-Standard....20A	....	156	162	10000	3850	P 32x6	P 34x7	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	A	2⅜	10 3/32	7	FP	No	Zen	M	A-L	A-L	72
73	F.W.D............BTL-6	3900	137	160	11500	6000	P 36x8	P 36x8	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12⅜	7	PC	Wa	Zen	M	R-Bo	N-E	73
74	F.W.D................H6	3425	133	160	11000	5500	P 34x7	P 34x7	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12⅜	7	PC	Wa	Zen	V	Eis	N-E	74
75	Garford..............40	3240	168	185	......	4900	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	7⅞	4	PC	No	Zen	M	R-Bo	A-L	75
76	Garford.............S11	2030	162	...	......	4500	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	76
77	(X)Gen.M..T-18,1½-2	665	157	...	8200	3050	P 30x5	DP 30x5	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 1/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	77
78	(X)Gen. Mot......T19	865	130	164	10000	3410	B 6.50/20	DB 6.50/20	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 1/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	78
79	(X)Gen. Mot......T25	1285	130	152	9000	3580	B 7.00/20	DB7.00/20	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	79
80	(X)Gen. Mot.....T-26	1360	130	164	11000	3685	B 6.50/20	B 8.25/20	Own 257	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	80
81	(X)Gen. Mot......T30	1545	141	164	12500	4490	P 30x5	DP30x5	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	81
82	Gotfreson........RB46	....	...	...	12100	4800	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	298.0	33.7	86-3000	L	G	C	3	9⅞	7	FP	Ha	Zen	M	D-R	D-R	82
83	Gramm......CX4, 2-	1095	131	210	12000	3950	B 6.50/20	DB 6.50/20	Con W-20	4-4⅛x4¼	227.0	27.2	55-2600	L	G	A	2⅛	5⅞	3	PC	No	Til	M	A-L	A-L	83
84	Gramm......CX6, 2-	1295	131	210	12000	4150	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248.2	27.2	70-3000	L	C	C	2⅜	10	7	FP	No	Til	M	A-L	A-L	84
85	Gramm.........C, 2-	....	160	224	14000	4820	B 7.00/20	DB7.00/20	Lyc ASB	6-3⅝x4½	278.6	31.5	82-2600	L	G	A	2⅝	9⅛	4	PC	No	Zen	M	A-L	A-L	85
86	Gramm..................	1595	157	174	......	3400	P 30x5	P32x6	Knight	6-2 11/16x4⅜	177.9	....	48-2600	S	C	C	2¼	11 11/16	7	CC	Ha	Til	V	A-L	A-L	86
87	G-P 45-6, 2-3 Ton....	2320	157	161	9500	4300	B7.50/20	DB7.50/20	Lyc	6-3⅜x4½	241.6	27.3	70-2800	L	G	C	2⅜	8 1/16	4	PC	No	Str	M	A-L	A-L	87
88	G-P 45-8, 2-3 Ton....	2320	142	161	9500	4400	B7.50/20	DB7.50/20	GU	8-3x4¾	268.0	28.8	90-3300	L	G	A	2⅜	8 11/16	5	PC	No	Str	M	A-L	A-L	88
89	Hahn & Selden 37	....	151	...	10000	4800	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2760	L	G	C	2⅜	10⅛	7	FP	No	Zen	V	A-L	A-L	89
90	Hug..................22	....	160	195	10080	5200	P 30x5	DP30x5	Bud HS6	6-3⅜x4½	241.6	27.3	57-2200	L	G	C	2⅜	8 11/16	4	PC	Bu	Zen	V	A-L	D-R	90
91	Hug..................23	....	166	191	11620	5620	B7.00/20	DB7.00/20	Bud H298	6-3¾x4½	298	33.7	86-3000	L	C	C	3	9⅞	7	PC	No	Zen	M	A-L	D-R	91
92	Hug..................60	....	118	...	12260	5700	P 32x6	DP32x6	Bud WTU	4-3¾x5⅛	226.4	22.5	37-1850	L	G	C	2⅛	7 11/16	3	PC	No	Zen	V	Eis	D-R	92
93	Indiana............120	....	156	170	12000	5400	P 32x6	DP32x6	Con	6-4x4⅛	311	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	No	Str	M	A-L	A-L	93
94	Indiana.......111XW	....	120	120	12500	3730	P 32x6	DP32x6	Her	4-4x5	251.3	55.6	26-2000	L	G	C	2	9 1/16	3	CC	No	Str	G	Eis	Non	94
95	International......A-4	1860	145	185	......	5221	P 32x6	DP32x6	Own FBB	6-3⅝x4½	279	31.5	67-2600	H	G	C	2½	13 1/32	7	PC	Ha	Zen	V	D-R	D-R	95
96	Kenworth.........100	1995	164	182	......	4200	P 30x5	DP30x5	Bud H260	6-3½x4½	259.9	29.4	75-3000	L	C	C	3	9⅞	7	FC	No	Zen	M	D-R	D-R	96
97	Kleiber............100	....	158	170	10000	4100	B 7.00/20	DB7.00/20	Bud H260	6-3½x4½	259.9	29.4	75-3000	L	C	C	3	9⅞	7	PC	No	Str	M	D-R	D-R	97
98	LaFra.-Republic ..D-1	....	144	175	9000	3750	P 30x5	DP30x5	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2750	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	A-L	A-L	98
99	Lange.................L	3450	144	210	15000	5800	P 32x6	DP32x6	Her WXC	6-4x4½	339	38.4	74-2400	L	G	C	2⅝	13½	7	PC	Pe	Str	M	A-L	A-L	99
100	Larrabee............35	2575	152	179	11425	5000	B 7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/32	7	FP	No	Zen	G	D-R	D-R	100
101	LeMoon.........HB18	2000	163	190	12000	3900	B7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	248	27.3	65-2800	L	C	C	2⅜	10 5/32	7	PC	No	Str	G	D-R	D-R	101
102	Maccar............40A	2400	155	183	12400	5350	P 32x6	DP32x6	Bud H298	6-3¾x4½	298.0	33.7	83-2800	L	G	C	3	9⅞	7	FP	No	Str	M	D-R	D-R	102
103	Mack..............BG	3000	138	192	......	......	P 32x6	DP32x6	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10 11/32	7	FP	Ha	Str	V	N-E	N-E	103
104	Moreland........RR-7	2025	148	...	9300	4000	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	248.3	27.3	70-1300	L	..	C	2⅜	10 3/32	7	PC	No	Zen	M	A-L	A-L	104
105	Netco...............B	3000	155	183	9500	5000	B 7.00/20	B 7.00/20	Wau 6TL	6-3⅜x4¾	255.0	27.3	68-2600	L	G	A	2⅜	7⅝	4	FP	Ha	Zen	M	A-L	A-L	105
106	Noble...............146	2885	175	194	11850	4850	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	57-2500	L	G	C	2⅜	8 13/16	4	FP	Bu	Str	V	A-L	A-L	106
107	Omort..............200	....	124	148	11500	4800	P 32x6	DP32x6	Her OX	4-4x5	251.3	25.6	46-2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	107
108	Pierce-Arrow.......PT	....	160	200	12000	5600	B 7.50/20	DB7.50/20	Own	6-3¾x4½	298	33.7	70-2600	L	G	C	2⅝	13¼	7	FP	Han	Zen	M	D-R	D-R	108
109	Relay...........40CB	3290	168	...	......	5750	P 36x6	DP36x6	Bud DW6	6-3¾x5	331	33.7	64-2100	L	..	..	....	....	..	PC	No	Zen	V	A-L	A-L	109
110	Relay.............S11	2030	162	...	......	4700	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	110
111	Relay 50	3860	161	...	13600	6800	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	111
112	Reo...............FAX	1295	137	156	11000	3525	B 6.50/20	DB6.50/20	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	112
113	Reo...............FEX	1395	152	156	11000	3700	B 6.50/20	DB6.50/20	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	113
114	Reo...............FFX	1395	156	156	11000	3750	B 6.50/20	DB6.50/20	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	114
115	Schacht.....10HA,2-3	....	156	195	......	4500	B 7.00/20	B 7.00/20	Con 16C	6-3⅜x4⅝	248.3	27.3	65-2600	L	G	C	2⅜	10⅜	7	FP	No	Zen	G	D-R	D-R	115

1½ Ton —Cont'd

Line Number	Radiator Make	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Gearset: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
1	Mod	P.Own	W-G T7	U	4	No	M.M.5	Own 800	S½	H	6.50	42.9	Own 200	B4IM	295	2I	Ros	6½x2¼x¼	T	98⅛	55⅝	32	40x2¼	52x2½	¼	1
2	Per	P.B-L	B-L 214	U	4	No	Spi	Cla B370	SF	H	5.4	34.6	Cla F208	L4IH	220	TX	Ros	5⅛x3x¼	C	96	58	34⅛	40x2¼	52x3	½	2
3	Mod	D.B-L	B-L 214	U	4	No	Spi 4	Tim 53200H	BF	H	5.8	34.0	Tim 30000H	L4IH	308	TX	Ros	5⅝x3¼x¼	C	101	Opt	34	38x2¼	52x2½	N	3
4	Per	P.B&B	WO-BB	U	4	No	Spi 3	Tim 52200 H	SF	R	5.83	35.8	Tim 11710H	L4IH	413	TX	Han	6x2x¼	C	109	60⅞	32	38x2	57½x2½	½	4
5	Mod	D.B-L	B-L 31	U	3	No	Spi 4	Tim 54000H	BF	R	5.83	28.0	Tim 12703H	L4IH	279	CD	Ros	5x2½x3/16	P	84	56	33	38x2¼	50x2½	N	5
6	Per	D.B-L	B-L 214	U	4	No	Spi	Tim 52300H	BF	H	5.83	37.4	Tim 12703H	L4IH	452	TD	Ros	6x3x¼	C	Opt	Opt	34	38x2¼	54x2½	..	6
7	Chi	D.B-L	B-L 214	U	4	No	Spi 2	Tim 52200H	BF	..	6.85	31.7	Tim 11703H	L4IH	136	TX	Ros	6x3x3/16	C	96	58	34	37½x2¼	49¼x2½	N	7
8	Per	D B-L	B-L 214	U	4	No	Cle 3	Tim 54200H	BF	R	5.83	29.1	Tim 14703 H	L4IH	315	TX	Ros	6 3/16x3x¼	C	117¾	74⅞	32	42 .2½	54x2½	½	8
9	Per	D.B-L	B-L 314	U	4	No	Spi 3	Tim 54200H	BF	R	4.86	30.6	Tim 14703H	L4IH	315	TX	Ros	6 3/16x3x¼	C	117¾	74⅞	32	42x2½	54x2½	½	9
10	Own	D.Own	Own BG	U	4	No	Spi 4	Tim 52000	SF	H	4.86	24.0	Own BL	L4IH	302	FX	Gem	7x3x7/32	T	109	64 3/16	33 3/16	40⅞x2½	52¾x2½	N	10
11	Mod	P.B-L	B-L 214	U	4	No	Pet 2	Tim 52000H	SF	H	4.85	Opt	Tim 11703H	L4IH	229	ID	Ros	6x2½x¼	C	108	72	34	40x2½	50x3	N	11
12	Lon	D.Ful	FuMG U14	U	4	....	Blo	Own 30	2R	..	6.45	41.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	Y	12
13	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20	2R	..	6.00	30.0	Col 5530	L4IH	297	FX	Han	6x2½x7/32	P	133½	83	34	36x2¼	48x2½	N	13
14	Per	P.Lon	Cla	U	4	....	Cle	Cla B-373	SF	H	5.6	36.9	Own	L4IH	230	X	Ros	7x2¾x7/32	C	126 1/16	60 1/16	34	40x2	50x2½	..	14
15	Per	P.Lon	Cla	U	4	....	Cle	Cla B-373	SF	H	5.1	33.7	Own	L4IH	230	X	Ros	7x2¾x7/32	C	126 1/16	60 1/16	34	40x2	50x2½	..	15
16	Own	dp.Lon	Clark	U	4	No	Cle	Own	S½	H	5.2	34.1	Own	L4IH	289	TX	Ros	6 1/16x3¼x3/16	C	97 1/16	52 1/16	40 3/16	38x2	50x2½	N	16
17	Own	dp.Lon	Own	U	3	No	Cle	Own	S½	H	5.2	17.1	Own	L4IH	289	TX	Ros	6 1/16x3¼x3/16	C	97 1/16	52 1/16	40 3/16	38x2	50x2½	N	17
18	McC	P.B&B	B-L	U	4	No	Spi	Sal	S½	H	5.38	34.5	Sal	S4IM	275	TX	War	6x2¼x3/16	C	91¼	37½	34	36¾x2	50x2½	½	18
19	McC	P.B&B	B-L	U	4	No	Spi	Sal	S½	H	6.62	....	Sal	S4IM	275	TX	War	6x2¼x3/16	C	109¼	72¾	34	36¾x2	50x2½	..	19
20	You	P.B&B	Ful Wo	U	4	No	Spi	Tim 53200H	BF	H	5.83	31.2	Tim 30000H	L4IH	380	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	20
21	Own	D.B-L	B-L 35	U	4	....	Blo	Tim	BF	..	5.1	....	Tim	L4IH	...	TX	Ros	....	P	110	66	34	41x2¼	50x2½	..	21
22	Lon	D.Ful	FulMGU	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	22
23	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x7/32	P	133½	83	34	36x2¼	48x2½	N	23
24	Per	P.B&B	Cov F4B	U	4	No	Spi	Tim	BF	H	5.66	37.6	Tim	L4IH	269	TX	Ross	6x2⅝x3/16	C	96	57	34	38x2¼	50x2½	N	24
25	Per	P.B&B	War T9	U	4	No	Spi	Cla	BF	H	5.66	36.2	Cla	L4IH	228	TX	Ross	6x2⅝x3/16	C	96	57	34	38x2¼	50x2½	N	25
26	Fed	P.B&B	War	U	4	No	Spi	Cla	BF	H	5.6	35.8	Cla	B4IM	...	TX	Ros	7½x2¼x3/16	C	77 1/16	40 1/16	32	38½x2¼	50x2½	..	26
27	Fed	P.B&B	War	U	4	No	Spi	Cla	SF	H	5.6	35.8	Cla	B4IM	...	TX	Ros	7½x2¼x7/32	C	77 1/16	40 1/16	32	38½x2¼	50x2½	..	27
28	Own	P.B&B	War	U	4	No	Spi 3	Cla	SF	H	5.6	22.0	....	B4IM	...	TX	Ros	7½x2¼x3/16	C	194¾	48⅝	32	38½x2¼	50x2½	N	28
29	McC	Lon	War T-9	U	4	....	Spi	Clark B-373	SF	H	5.66	35.8	Clark 208B	B4IM	224	....	Ros	6x2¾x3/16	..	85 11/16	50 11/16	34	36x1¾	45x2½	..	29
30	Own	P.Own	Own 5B	U	4	No	Spi 3	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	349	CX	Han	6⅝x3 3/16x¼	C	115⅞	68⅞	34⅝	41x2½	54x3	N	30
31	You	D.Ful	Ful MLU	U	4	No	Spi 3	Own 30R	WF	H	6.5	34.8	She 3FA[10]	O2IM	320	RI	Ros	5⅛x2¼x3/16	C	130¾	78¾	30	40x2¼	50x3	½	31
32	Fed	P.B&B	War	U	4	No	Spi	Cla	SF	H	6.37	40.8	Own	B4IM	235	4I	Own	6x2¾x3/16	C	86¾	51⅞	37	36x1¾	45x2½	N	32
33	Fed	P.B&B	War	U	4	No	Spi	Cla	SF	H	6.37	40.8	Own	B4IM	235	4I	Own	7 1/16x2¾x7/32	C	121 11/16	77 11/16	37	36x1¾	45x2½	N	33
34	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 53200H	BF	H	5.66	36.3	Tim 30000H	L4IH	...	TX	Ros	6x2½x¼	C	.....	.....	32	41x2½	54x3	½	34
35	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 53200H	BF	H	5.66	31 2	Tim 30000H	L4IH	...	TX	Ros	6x2½x¼	C	.....	79½	32	41x2½	54x3	½	35
36	Chi	D.B-L	B-L	U	4	No	Blo 2	Tim	SF	H	Opt	Opt	Tim	L4IH	380	TX	Ros	6-3½x¼	C	Opt	Opt	34	40x2¼	49x2½	½	36
37	Per	dp.Lon	WG T9	U	4	No	Spi 3	Tim53200H	SF	H	6.38	40.8	Tim30000H	L4IH	377	TX	Ros	6¾x2¾x3/16	T	126	70	34	38x2½	54x2½	½	37

1¾ Ton

Line Number	Radiator Make	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Gearset: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
38	Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.1	Col 4003	L4IH	278	FD	Ros	6x2½x¼	C	94	60⅜	34	40x2½	50x2½	½	38
39	Lon	P.B&B	Own	U	4	No	Pet	Tim 52005 H	SF	H	5.83	29.2	Tim 11704 H	L4IH	437	TI	Gem	6x2¾x7/32	C	95	51	34	38x2¼	50x2½	N	39
40	Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.1	Col 4003	L4IH	452	FD	Ros	6x2½x¼	C	94	60⅜	34	40x2½	50x2½	½	40

2 Ton

Line Number	Radiator Make	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Gearset: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
41	Per	..B-L	B-L 314	U	4	....	Spi	Tim 56200H	BF	R	6.16	40.6	Tim 33000H	L4ID	578	TX	Ros	6x3½x¼	P	144	92	34	38x2½	54x2½	½	41
42	G&O	P.B&B	Own	A	4	No	Spi	Tim65000BX	WF	R	6.0	28.8	Tim14703BX	B4IM	...	TD	Ros	6½x2½x¼	C	Opt	Opt	32	42x2½	54x3	¼	42
43	Per	P.B&B	Cov F4B	U	4	....	Spi	Tim 54200H	B	H	6.80	45.1	Tim 31000H	L4IH	450	....	Ros	5¾x3¾x¼	..	142	81½	34	38x2½	50x7½	..	43
44	Per	P.B&B	Cov W4C	U	4	....	Spi400	Tim 54200H	B	H	6.80	39.8	Tim 31000H	L4IH	450	....	Ros	7x3¼x¼	..	149	92	34	39x2½	56x3	..	44
45	Per	dp.Lon	Own T	U	4	No	Spi	Own SA	SF	H	5.22	27.9	Tim 14703H	LO4ID	460	2IM	Ros	6⅞x3x3/16	C	115¼	63⅝	34	40x2½	54x3	N	45
46	Per	dp.Lon	Own T	U	4	No	Spi	Own SD	2F	H	6.27	33.5	Tim 14703H	LO4ID	460	2IM	Ros	6⅞x3x3/16	C	115¼	63⅝	34	40x2½	54x3	½	46
47	Chi	P.Jon	W-GT9	U	4	No	Spi 3	Tim 53200 H	SF	H	6.6	42.2	Tim 30000 H	L4IH	362	TX	Ros	6x2x3/16	C	Opt	Opt	31¾	38x2¼	48x2½	½	47
48	Chi	D.B-L	B-L 224	U	4	No	Blo	Tim 54300H	SF	R	6.8	43.5	Tim 31000	L4IH	552	TX	Ros	6x2¼x3/16	P	Opt	Opt	31¾	38x2¼	50x3	½	48
49	G&O	P.B&B	....	U	4	....	Spi	Tim	SF	R	5.83	37.4	Col	CB4IM	...	CD	Ros	5⅝x2½x¼	C	113	67	34	37x2½	52x2½	½	49
50	G&O	D.B-L	B-L	U	4	No	Spi 3	Tim	SF	H	5.85	38.5	Col	L4IH	353	TX	Ros	7½x3x¼	T	108	69	34	40x2½	54x2½	½	50
51	Chi	P.B-L	B-L 214	U	4	No	Spi 3	Tim 56200H	BF	R	6.8	39.7	Tim 31000H	L4IH	338	TX	Ros	7x4x¼	T	.....	.....	33½	41½x2½	54x3	..	51
52	Per	D.B-L	B-L 35	A	4	No	Blo	Tim 65000 H	W½	R	7.75	41.5	Tim 15302	T2IM	153	2I	Ros	6¾x2½x3/16	T	Opt	Opt	33¼	40¼x2½	51½x3	N	52
53	Lon	D.Ful	FulMGU	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	53
54	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x7/32	P	133½	83	34	36x2¼	48x2½	N	54
55	Own	D.B-L	B-L 35	U	4	No	Blo 2	Wis 4610	RF	H	6.8	36.4	Tim 15300	W2IMV	306	TD	Ros	6x3x¼	C	Opt	85	32¼	36x2½	46x2½	½	55
56	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	26x2¼	45x2½	½	56
57	Per	D.Jon	1W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	57
58	Per	D.Own	Cov W4C	U	4	No	Blo 2	Tim 54200H	BF	H	5.8	31.0	Col 4003	L4IH	353	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	58
59	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54200H	BF	H	5.57	27.8	Tim 31000H	L4IH	452	TX	Ros	7x3½x¼	T	Opt	Opt	34	38x2¼	54x3	½	59
60	Per	P.B&B	Own	U	4	No	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5⅝x3x¼	P	96	53	34	38x2¼	50x2½	N	60
61	Per	P.B-L	W-GT9	U	4	No	Spi 3	Tim 54200H	BF	H	6.80	44.9	Tim 31000H	L4IH	452	TX	Ros	7x3¾x¼	C	135	78½	33½	40x2¼	54x3	½	61
62	G&O	P.B&B	W-G	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F308	L4IH	350	TX	Ros	7x3x7/32	T	126	72	34	42x2½	53x2½	½	62
63	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F308	L4IHV	350	TD	Ros	6½x3x¼	C	117	73⅜	34	45¼x2½	53x2½	½	63
64	Lon	P.	Own	U	4	No	Own3	Own	SF	H	6.38	43.7	Own	O4IH	350	CD	Jac	9 11/16x3¼x3/16	C	124 11/16	69¾	33 11/16	42x3	56⅛x3½	½	64
65	Lon	P.	Own	U	4	No	Own3	Own	SF	H	6.38	43.7	Own	O4IH	350	CD	Jac	9 11/16x3¼x3/16	C	144 11/16	84¾	33 11/16	42x3	56⅛x3½	½	65
66	Own	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	61	45	31	35x2½	48½x2½	½	66
67	Own	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	6.9	44.8	Shu 510	W2IM	538	CX	Ros	6x2x¼	T	144	88	31	46x2½	52x2½	½	67
68	Own	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	CX	Ros	6x2x¼	T	144	88	31	46x2½	52x2½	½	68
69	Mod	D.B-L	B-L	U	4	No	Cle	Tim 65001	WF	H	6.75	36.2	Shu 5510	T2IM	...	2I	Ros	6x3½x¼	C	.....	.....	34	39x2½	50x2½	N	69
70	Per	P.Lon	W-G T9	U	4	No	Spi 3	Tim 54004 H	BF	H	5.83	37.3	Tim 12703 H	L4IH	...	TX	Ros	5⅛x3x¼	C	144	83⅛	....	37x2½	56x3	N	70
71	Lon	P.B&B	Own	A	4	No	P-S 4	Cla B610	SF	H	6.38	38.5	Cla F304	L4IH	450	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	52x3	½	71
72	Lon	B-L	B-L 214	U	4	No	Spi 4	Tim 54200H	FF	R	5.83	38.5	Tim 31000H	L4IH	380	TX	Ros	6x2¾x¼	C	130	80½	32	40x2	54x3	N	72
73	Per	D.B-L	B-L 55	A	7	R7	Blo 4	Own HT	BF	H	6.95	34.7	Own H	O4XM	252	2I	Ros	5 3/16x2¼x7/32	C	120½	86½	36	42¾x2½	52¾x2½	½	73
74	Per	D.B-L	B-L 51	U	4	No	Blo 4	Own	BF	H	8.92	47.7	Own	O4XM	252	2I	Ros	5 3/16x2¼x7/32	C	115½	81½	36	42¾x2½	52¾x2½	½	74
75	Lon	D.Ful	FulMGU	U	4	....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	75
76	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x7/32	P	133½	83	34	36x2¼	48x2½	N	76
77	Lon	P.Own	Own	U	4	No	Own	Own	S½	U	5.43	35.7	Own	O4IM	361	2I	Jac	7x2⅜x7/32	C	112⅛	77¼	37	36x1¾	45x2½	N	77
78	Lon	P.Own	Own	U	4	No	Spi	Own	SF	H	6.2	40.7	Own	B4IM	377	TX	Jac	6x2¼x3/16	P	87	48	34	38x2	50¼x2½	N	78
79	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.83	29.6	Own	B4IM	377	TX	Jac	6x2¼x3/16	P	87	48	34	38x2	50¼x2½	N	79
80	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.67	28.8	Own	B4IM	427	TX	Jac	6⅛x2¼x¼	P	87	48	34	38x2	50¼x2½	½	80
81	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.63	28.6	Own	B4IM	453	TX	Jac	6 3/16x3x7/32	P	107	59	34 3/16	38x2½	50x3	½	81
82	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54200H	F	R	6.8	43.6	Tim 31000H	L4IH	452	TX	Ros	7x3½x3/16	C	....	....	32⅛	40x2½	54x2½	½	82
83	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	83
84	Per	D Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	84
85	Per	D.Jon	Cov W4C	U	4	No	Blo 2	Tim 54200H	BF	H	5.8	37.1	Col 4003	L4IH	452	FD	Ros	7 2½x¼	C	120	77¼	34	42x2¼	56x3	½	85
86	Own	P.B&B	....	U	4	No	Blo	....	....	H	....	....	....	M4CW	...	2I	Ros	6x2½x¼	C	126	73⅜	34	38x2¼	50x2½	½	86
87	Own	D.Ful	Ful MLU	U	4	No	M.M.5	Tim 54200H	SF	H	6.35	38.0	Tim 3000H	L4IH	...	TX	Ros	8x3x¼	T	....	....	....	40x2½	54x3	½	87
88	Own	D.Ful	Ful MLU	U	4	No	M.M.5	Tim 54200H	SF	H	6.80	45.0	Tim 3000H	L4IH	...	TX	Ros	8x3x¼	T	....	....	....	40x2½	54x3	½	88
89	Chi	D.B-L	B-L 35	U	4	No	Blo 2	Tim 54200 H	BF	R	....	....	Tim 12703 H	L4IH	...	TX	Ros	5¾x2¾x¼	C	120	....	34	41x2¼	50x2½	N	89
90	You	D.Ful	Ful MLU	U	4	No	Blo 3	Cla B510	S½	H	5.66	35.9	Cla 304 F304	L4IH	288	CD	Ros	8x3x7/32	C	Opt	Opt	31½	41x2½	54⅞x3	½	90
91	You	P.B&B	Ful MLU	U	4	No	Blo 3	Cla B611	SF	H	5.66	36	Cla F318	L4IH	307	CD	Ros	8x3x¼	C	Opt	Opt	31½	41x2½	54⅞x3	½	91
92	You	D.B-L	B-L 51-4	U	4	No	Blo 2	Wis 6600B	2F	H	6.92	37.0	Shu 550	W2IM	300	2I	Ros	5x3x11/32	I	61½	52	....	38½x2	37¾x2½	¼	92
93	G&O	D.B-L	B-L	U	4	No	Spi 3	Tim	SF	H	5.85	38.5	Col	L4IH	353	TX	Ros	7½x3x¼	T	108	69	34	40x2½	54x2½	½	93
94	McC	P.B&B	B-L	U	4	No	Spi	Wis	2F	H	6.57	35.2	Shu	K2IM	270	TX	Ros	6 3/16x3¼x¼	T	50½	43	34	40x2½	38½x2½	N	94
95	Mod	P.Own	Own A-5	U	5	No	MM6	Own 901	S½	H	6.50	47.8	Own 251	BE4IM	378	2I	Ros	7x3¾x¼	T	104	61½	34	42x3	54x3	¼	95
96	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54300 H	SF	H	5.83	37.4	Cla F 304	L4IH	337	TD	Ros	5⅛x3x¼	P	126	82	34⅛	40x2½	52x3	½	96
97	Own	D.B-L	B-L 314	U	4	No	Spi 4	Tim 54200H	BF	H	6.16	38.7	Tim 31000H	L4IH	452	TX	Ros	7½x3x¼	T	126	76	34	38x2½	52x2½	½	97
98	Per	P.B&B	Ful KU	U	4	No	Spi-3	Tim 54200H	SF	R	5.83	37.9	Tim 12703H	L4IH	448	TX	Han	6x2x¼	C	109	60⅞	32⅛	38x2	57½x2½	½	98
99	Mod	D.B-L	B-L 35	U	4	No	Spi 5	Wis 6617	2F	R	7	37.5	Shu 510	W2IM	678	CD	Ros	6x2½x¼	P	104	62	33	40x2½	56x3	½	99
100	Per	D.B-L	B-L 214	U	4	No	Spi	Tim 54200H	B-F	H	6.80	43.6	Tim 12703H	L4IH	452	TD	Ros	6x3x¼	C	Opt	Opt	34	38x2¼	54x2½	½	100
101	Chi	D.B-L	B-L 214	U	4	No	Sip 3	Tim 54200H	BF	H	6.8	43.6	Tim 31000H	L4IH	380	TX	Ros	6½x3¾x¼	C	128	81	34	37½x2¼	50x2½	N	101
102	Per	D.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	R	6.16	38.7	Tim 14703H	L4IHV	365	FD	Ros	7x3x¼	C	114	72½	32	42x2½	54x2½	½	102
103	Own	D.Own	Own BG	U	4	No	Spi 4	Own BG	SF	H	4.90	24.2	Own BG	O4IV	415	FX	Own	7x3x3/16	T	96	54½	33¼	42x2½	54x3	..	103
104	Lon	P.B-L	B-L 314	U	4	No	Pet	Tim 54004 H	SF	R	5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7 3/16x2⅝x¼	C	132	78	34	40x2½	54x3	½	104
105	Mod	P.B-L	B-L 314	U	4	No	Pet 2	Tim 54000H	BF	H	5.83	Opt	Tim 12703H	L4IH	240	ID	Ros	6x3x¼	C	120	84	34	40x2½	50x3	..	105
106	Chi	D.Ful	Ful	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.9	Tim 14703H	L4IH	452	TI	Ros	5½x2¾x¼	C	128	88	34	40x2¼	48x3	N	106
107	You	D Ful	FulMGU14	U	4	No	Blo 2	Wis 4610	2F	R	6.00	39.0	Shu 310	W21M	250	2I	Ros	6x3x¼	C	84	49	33¾	36x2½	54x3	N	107
108	Lon	P.Lon	Cla	U	4	No	Cle	Tim	WF	R	5.23	34.	Tim	B4IMV	388	TD	Han	7⅝x4x3/16	C	123⅜	69⅜	34	38x2½	56x3	½	108
109	Lon	D.Ful	FuMG U14	U	4	....	Blo	Own 30	2R	..	6.45	41.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	Y	109
110	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20	2R	..	6.00	30.0	Col 5530	L4IH	297	FX	Han	6x2½x7/32	P	133½	83	34	36x2¼	48x2½	N	110
111	Lcn	D.B-L	B-L 51-5	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82..	34	40x2¼	54x3	..	111
112	Own	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6 1/16x3¼x3/16	C	97 11/16	52 3/16	40 3/16	38x2¼	50x2½	N	112
113	Own	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6⅛x3 3/16x7/32	C	111 11/16	67 3/16	40⅝	38x2¼	50x2½	N	113
114	Own	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6⅛x3 3/16x7/32	C	123 11/16	71 3/16	40⅝	38x2¼	54x2½	N	114
115	You	P.B&B	Ful Wo	U	4	No	Spi	Tim 53200H	BF	H	5.83	31.2	Tim 30000H	L4IH	380	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	115

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	2 Ton—Cont'd																									
1	Schacht.......20H,2-3	....	160	199	......	5100	B 7.50/20	DB7.50/20	Her WXB	6-3¾x4½	298.0	33.7	66-2200	L	G	C	2⅝	13¼	7	PC	No	Zen	G	A-L	A-L	1
2	Service.........40	3240	168	185	......	4900	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	2
3	Service.........S11	2030	162	...	......	4500	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	3
4	Sterling.........FB45	1485	159	182	......	4080	B6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248.	28.0	66-3000	L	C	C	2⅜	9 1/16	7	CC	....	Zen	M	D-R	D-R	4
5	Sterling.FB55-2, 2½ T	1850	159	182	......	4580	B7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	248.	28.0	66-3000	L	C	C	2⅜	9 1/16	7	CC	....	Zen	M	D-R	D-R	5
6	Stewart.........28X	1495	136	176	......	4058	B6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2600	L	G	C	2⅛	9 11/16	4	FP	No	Str	V	D-R	D-R	6
7	Stewart.........29XS	1695	145	176	......	4960	P 32x6	DP32x6	Lyc ASA	6-3⅝x4½	278	31.5	85-3100	L	G	C	2⅛	9 1/16	4	FP	No	Str	G	D-R	D-R	7
8	Studebaker.........S-50	920	148	160	......	3710	B 6.50 20	DB6.50/20	Own	6-3¼x4⅛	205	25.4	70-3200	L	C	C	2⅛	9	4	CC	Ha	Str	M	D-R	D-R	8
9	White.........56	3125	165	175	13000	5276	S 36x4	S 36x7	Own GRC	4-4x5¾	289	25.6	45-1600	L	G	S	2¼	11¾	3	FP	Own	Zen	V	Eis	.....	9
10	White.........611	2450	148	196	11500	4980	B7.00/20	B7.00/20	Own 4A	6-3¾x4½	299.0	33.7	61-2100	L	C	S	2⅝	10 11/16	7	FP	Ha	Zen	V	D-R	D-R	10
11	White 160-161 1 to 2T	....	138	157	......	......	P 30x5	P 30x5	Own GRCB	4-4x5¾	289	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	11
12	White..162 1 to 2T	....	138	157	10000	4260	B7.00/20	DB7.00/20	Own GRCB	4-4x5¾	289.	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	12
13	Witt-Will.........C2B	2450	158	...	12500	5400	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248	27.3	66-3200	L	C	C	2⅜	10 1/16	7	PC	No	Zen	M	D-R	D-R	13
14	Witt-Will.........C2W	2550	158	...	12500	5400	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248	27.3	66-3200	L	C	C	2⅜	10 1/16	7	PC	No	Zen	M	D-R	D-R	14
15	Witt-Will.........R2B	....	158	...	12500	5820	B 6.50/20	DB6.50/20	Con 16R	6-4x4½	311	38.4	72-2400	H	C	C	2¾	11 11/16	7	FP	No	Zen	M	D-R	D-R	15
16	Witt-Will.........R2	....	158	...	13200	5800	B 6.50 20	DB32x6	Con 16R	6-4x4½	311	38.4	72-2400	H	C	C	2¾	11 11/16	7	FP	No	Zen	M	D-R	D-R	16
17	Woods.........41	2550	170	Op	......	5275	B 7.50/20	DB7.50/20	Her WXB	6-3¾x4½	298	33.7	68-2400	L	G	C	2⅝	13¼	7	PC	No	Str	M	A-L	A-L	17
18	World.........DC-60	1845	150	164	12000	4450	B 7.00/20	DB7.00/20	Lyc 4SL	6-3¼x4½	224	25.3	61-2750	L	G	C	2⅜	7 11/16	4	PC	No	Zen	V	A-L	A-L	18
19	World.........DA-88	2300	151	167	12000	4720	B 7.50/20	DB7.50/20	Lyc GU	8-3x4¾	268	28.8	96-3400	L	C	C	2⅜	8⅝	5	CC	Ha	Zen	M	A-L	A-L	19
	2½ Ton																									
20	Amer. LaF... Chief 9R	3900	180	Op	14000	6200	P 34x7	DP34x7	Own	6-3¾x5	331.0	33.7	65-2100	L	G	C	2½	9	4	FP	On	Str	V	D-R	D-R	20
21	Atterbury.........50	....	189	202	14000	5800	B 8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	298.2	33.7	85-2800	L	G	C	2⅝	....	4	CC	Ha	Zen	M	A-L	A-L	21
22	Autocar.........D	3500	150	192	16000	5710	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	22
23	Available.........T-23	....	Op	Op	14000	5800	P 7.50/20	DP7.50/20	Wau MS	6-3¾x4¾	315	33.8	73-2300	L	G	C	2⅝	12½	7	CC	Wa	Sch	M	D-R	D-R	23
24	Available.........T-27	....	Op	Op	14000	6000	P 7.50/20	DP7.50/20	Wau MS	6-3¾x4¾	315	33.8	73-2300	L	G	C	2⅝	12½	7	CC	Wa	Sch	M	D-R	D-R	24
25	Brockway.........140	....	156	188	14000	6100	P 34x7	DP34x7	Con	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	25
26	Brockway..2½-3T.141	....	170	200	17000	6200	P 32x6	DP32x6	Con	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	26
27	Chicago.........1-24-A	....	160	208	13273	5773	B 8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	358.0	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Wa	Str	M	A-L	A-L	27
28	Coleman.........C30	....	120	144	12800	7700	B 9.00/20	B 9.00/20	Bud DW6	6-3¾x5	331.0	27.3	73-2400	L	G	C	3	9⅞	7	FP	Bu	Str	V	D-R	D-R	28
29	Commerce.........60	4580	175	192	......	7000	P 36x6	DP36x6	Bud BA-6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	7⅞	4	PC	Bu	Zen	V	A-L	A-L	29
30	Commerce.........40	3240	168	185	......	5100	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64.2100	L	G	C	2½	9⅞	4	PC	No	Zen	V	A-L	A-L	30
31	Condor.........CD	1950	160	196	17000	5200	B 7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	299.0	33.7	85-2800	L	G	C	2⅝	9½	4	PC	No	Zen	M	A-L	A-L	31
32	Day Elder.........130	2225	157	199	6600	6600	B 7.50/20	DB7.50/20	Con 16R	6-4x4½	311.0	38.4	73-2400	H	C	N	2⅜	13 1/16	7	FP	No	Zen	M	D-R	D-R	32
33	Diamond T.........303	1585	160	185	13500	4870	B 7.00/20	DB7.00/20	Her WXB	6-3¾x4½	298.0	33.7	67-2400	L	G	C	2⅝	13⅜	7	PC	Ha	Zen	M	A-L	A-L	33
34	Diam.T...303FB, 2-2½	2175	199	...	13500	6100	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339.0	38.4	74-2400	L	G	C	2⅝	13¼	...	PC	Ha	Zen	M	A-L	L-N	34
35	Diamond T .551-2½-3	2250	168	186	15500	6000	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	L-N	35
36	Douglas.........CD4	3855	190	Op	17500	5860	P 34x7	P 36x8	Bud EBU-I	4-4¼x5⅛	312.0	28.9	49-1900	L	G	C	2½	10⅝	3	PC	Bu	Zen	E	L-N	L-N	36
37	Douglas.........CD6	3955	190	Op	17500	5800	P 34x7	P 36x8	Bud DW6	6-3¾x5	331.3	33.7	73-2400	L	G	C	2½	9	4	PC	Bu	Zen	E	L-N	L-N	37
38	Fageol.........250	2750	178	196	......	5750	P 34x7	DP34x7	Wau MK	6-4⅛x4¾	381	40.8	82-2200	L	G	A	2⅝	12½	7	FP	No	Zen	V	D-R	D-R	38
39	Federal.........A6T	2185	151	176	15000	5110	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	64-2500	L	C	C	2⅜	10⅛	7	PC	KP	Zen	V	D-R	D-R	39
40	Federal.........A6TW	2360	151	176	15000	5110	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	64-2500	L	C	C	2⅜	10⅛	7	PC	KP	Zen	V	D-R	D-R	40
41	Federal.........T3W	2130	148	185	14000	5110	P 32x6	P 36x8	Wau V	4-4x5	251	25.6	50-2000	L	C	C	2⅜	7½	3	PC	Wa	Zen	V	D-R	D-R	41
42	Federal.........T8WF	2285	148	185	15000	5400	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	64-2500	L	C	A	2⅜	10⅛	7	PC	KP	Zen	V	D-R	A-L	42
43	Fisher-Standard...25A	....	156	162	13200	4000	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	A	2⅜	10 1/16	7	FP	No	Zen	M	A-L	A-L	43
44	F.W.D.........HH6	4000	138	170	12900	6400	P 36x8	P 36x8	Wau MK	6-4⅛x4¾	381.0	40.8	85-2400	L	G	C	2⅝	12⅜	7	PC	Wa	Zen	M	R-Bo	N-E	44
45	Garford.........40	3240	168	185	......	5100	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	45
46	Garford.........60	4580	175	192	......	7000	P 36x6	DP36x6	Bud BA-6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	46
47	(X)Gen.Mot.....T-19	870	130	164	10000	3385	P 30x5	DP 30x5	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 1/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	47
48	(X)Gen. Mot.....T-26	1415	130	164	11000	3880	B 6.50/20	DB6.50/20	Own 257	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	48
49	(X)Gen.Mot.....T30	1605	141	164	12500	4525	P 32x6	DP32x6	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	49
50	(X) Gen Mot. T-31	1785	141	181	14000	4500	B7.00/20	B9.00/20	Own 257	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	50
51	(X)Gen Mot.....T42	1845	141	181	15000	4725	P 32x6	DP32x6	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	51
52	Gotfredson......RB56	....	....	....	13800	5200	B8.25/20	DB8.25/20	Bud K358	6-4x4¾	358.0	38.4	95-2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	52
53	Gramm.........D,2½	....	160	224	17000	5100	B 7.50/20	DB7.502/0	Lyc ASD	6-3¾x4½	299.0	33.7	85-2800	L	G	C	2⅝	9⅝	4	PC	No	Zen	M	A-L	A-L	53
54	Gramm.........	1995	164	224	......	3900	P 32x6	P 34x7	Knight	6-3⅜x4¾	255.0	27.3	70-2600	S	C	C	2½	12 1/16	7	CC	Ha	Til	V	A-L	A-L	54
55	Hahn & Selden.....39	....	164	...	13000	5800	P 32x6	DP32x6	Con 16R	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	55
56	Hendrickson.....St. 6	3350	Op	Op	15000	6500	B 8.25/20	BD8.25/20	Bud DW-6	6-3¾x5	330	33.7	72-2600	L	G	C	2½	9	4	FP	Bu	Zen	V	A-L	A-L	56
57	Hug....61, 2½-3 Ton	....	....	....	......	......	B 7.50/20	DB7.50/20	Bud H298	6-3¾x4½	298.0	33.7	80-2800	L	C	C	3	9⅞	7	PC	No	Zen	M	A-L	A-L	57
58	Hug.........85-2½-3T	....	114	114	16250	8250	P 36x6	DP36x6	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛	9 1/16	3	PC	Bu	Zen	V	Eis	D-R	58
59	Hug.......85D-2½-3T	....	114	114	16250	8000	P 34x7	DP34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛r	9 1/16	3	PC	Bu	Zen	V	Eis	D-R	59
60	Indiana.........140	....	156	188	14000	6100	P 34x7	DP34x7	Con	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	60
61	Indiana.........115A	....	132	132	15000	4970	P 32x6	DP34x7	Her	4-4½x5	283.5	28.9	56-2000	L	G	C	2	9¾	3	CC	No	Str	G	Eis	A-L	61
62	Indiana.........615A	....	136	136	15000	5160	P 32x6	DP34x7	Wis	6-3⅜x5	268.3	27.3	65-2500	H	C	C	2½	7⅝	3	CC	KP	Str	G	Eis	A-L	62
63	Indiana... 141,2½-3T	....	170	200	17000	5900	P 32x6	DP32x6	Con	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	K P	Str	M	A-L	A-L	63
64	International.....W-1	3850	148	200	......	8300	S 36x5°	S 36x8°	Ha S151	4-4¼x5½	312.0	28.9	59-1800	H	C	A	2¾	8⅜	3	PC	HS	Zen	V	R-Bo	D-R	64
65	Kenworth.........125	2650	157	183	......	5200	P 32x6	DP32x6	Her WXB	6-3¾x4½	298	33.7	67-2400	L	G	C	2⅝	13¼	7	PC	HA	Zen	M	D-R	D-R	65
66	Kleiber.........120	....	170	180	12000	5150	B 7.50/20	DB7.50/20	Bud	6-3¾x4½	298.2	33.8	86-3000	L	C	C	3	9⅞	7	PC	No	Str	M	D-R	D-R	66
67	LaFra.-Republic...E1	....	162	190	13000	5000	P 32x6	DP 32x6	Bud H-260	6-3½x4½	259.9	29.4	69-2600	L	G	C	3	9⅞	7	PC	Ha	Zen	V	A-L	A-L	67
68	LaFra.-Republic...F3	....	174	198	13000	5500	P 34x7	DP34x7	Lyc A-S-D	6-3¾x4½	299	33.5	82-2600	L	G	C	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	68
69	Lange.........O	3950	146	212	17000	5985	P 34x7	DP34x7	Her YXB	6-4x4¾	359	38.4	80-2200	L	G	C	3	15	7	PC	Pe	Str	V	A-L	A-L	69
70	Larrabee.........45	3115	154	185	14490	6315	B 7.50/20	DB7.50/20	Con 16R	6-4x4½	311.1	38.4	70-2400	H	C	C	2½	13 1/16	7	FP	No	Zen	G	D-R	D-R	70
71	LeMoon.........HB22	2400	163	190	14000	4600	B 7.50/20	DB7.50/20	Wau 6MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12⅜	4	PC	No	Str	G	A-L	A-L	71
72	Mack.........BF	3950	156	180	......	......	B 8.25/20	DB8.25/20	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	C	2⅝	10 11/16	7	FP	Ha	Str	V	N-E	N-E	72
73	Netco.........C	3500	148	200	14500	6000	B 8.25/20	B 8.25/20	Wau MK	6-4⅛x4¾	462.0	45.9	100-2400	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	73
74	Omort.........250	....	124	148	13000	5800	P 32x6	DP32x6	Her OX	4-4x5	251.3	25.6	46-2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	74
75	Omort.........25	....	130	130	16000	6100	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	75
76	Oshkosh.........L	4375	146	165	15150	7150	B 9.75/20	B9.75/20	Her WXC	6-4x4½	339.0	38.4	70-2000	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	RBo	L-N	76
77	Relay.........40CC	3325	168	...	......	5950	P 36x6	DP36x6	Bud DW6	6-3¾x5	331	33.7	64-2100	L				....	..	PC	No	Zen	V	A-L	A-L	77
78	Relay.........40	3275	168	185	......	5700	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	78
79	Relay.........50	4000	161	...	......	7000	P 36x6	DP38x7	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	79
80	Relay.........60DA	4555	175	192	......	7350	P 36x6	DP36x6	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	80
81	Reo.........FCX	1645	152	...	13000	4025	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	81
82	Reo.........FDX	1745	168	...	13000	4075	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	82
83	Reo.........FHX	1595	142	...	13000	4165	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	83
84	Schacht...20HA,2½-4	....	160	199	......	5150	B 8.25/20	DB7.50/20	Her WXB	6-3¾x4½	298	33.7	66-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	84
85	Service.........40	3240	168	185	......	5100	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	85
86	Service.........60	4580	175	192	......	7000	P 36x5	DP36x6	Bud BA-6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	86
87	Sterling.........FB65	2450	174	204	......	5455	B7.50/20	DB7.50/20	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	87
88	Stewart.........18X	2690	165	220	......	5901	P 32x6	DP32x6	Lyc TS	6-3⅞x5	354	36.2	90-2750	L	G	C	2¾	10	4	FP	Pe	Str	V	D-R	D-R	88
89	Stewart.........32X	1990	165	220	......	5230	P 32x6	DP32x6	Lyc ASA	6-3⅝x4½	278.0	31.5	80-2500	L	G	C	2⅝	9 1/16	4	PS	Ha	Str	P	D-R	D-R	89
90	Studebaker.........88	3295	184	...	......	4920	B7.50/20	DB 7.50/20	Own	8-3½x4⅜	337.0	39.2	115-3200	L	G	C	2⅝	9 11/16	5	PC	No	Str	M	D-R	D-R	90
91	Walter.........FN	4500	120	...	14000	6500	B 9.00/20	DB9.00/20	Own	6-4⅛x4¾	381	40.0	85-2200	L	G	C	2⅝	12⅜	7	FP	On	Zen	P	D-R	D-R	91
92	Ward-La France25R13	....	Op	Op	13000	......	B 7.50/20	DB7.50/20	Wau 6ML	6-4x4¾	358	38.4	77-2000	L	G	C	2⅝	12½	7	FP	Ha	Str	M	D-R	D-R	92
93	Ward-La France25B13	....	Op	Op	13000	......	B 7.50/20	DB7.50/20	Own	8-3⅜x4½	322	36.4	100-2400	L	C	C	2⅝	10¼	..	FP	Ha	Str	M	D-R	D-R	93
94	White.........51A	3750	170	190	17000	6438	S 36x5°	S 36x8°	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	.....	94
95	White..210-1, 1½-2½	....	148	196	......	......	P 30x5	DP30x5	Own GRCB	4-4x5¾	289	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	95
96	White.212, 1½-2½T	....	148	196	......	......	P 30x5	DP30x5	Own GRCB	4-4x5¾	289	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	96
97	White.........612	2800	148	196	13000	5100	B7.50/20	DB7.50/20	Own 4A	6-3¾x4½	299	33.7	61-2100	L	C	S	2⅝	10 11/16	7	FP	Ha	Zen	V	D-R	D-R	97
98	White.........620	4350	157	195	15000	7300	B8.25/20	DB8.25/20	Own 3A	6-4x5¼	396	38.4	72-1800	H	C	S	2⅝	13⅛	7	FP	On	Zen	V	D-R	D-R	98
99	Wichita.........6-60	3750	170	Op	14000	5945	P 34x7	DP34x7	Wau ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12⅛	7	CC	Wa	Str	M	D-R	D-R	99
100	Witt-Will.........R2B	2900	158	...	12500	5800	B 7.50/20	DB7.50/20	Con 16R	6-4x4½	311	38.4	72-2400	H	C	N	2¾	11⅜	7	FP	No	Zen	M	D-R	D-R	100
101	Witt-Will.........R2	3000	158	...	12500	5800	B 7.50/20	DB7.50/20	Con 16R	6-4x4½	311	38.4	72-2400	H	C	N	2¾	11⅜	7	FP	No	Zen	M	D-R	D-R	101
102	World.........DB-88	2595	164	178	13500	5040	B 8.25/20	DB8.25/20	Lyc GU	8-3x4¾	268	28.8	96-3400	L	C	C	2⅜	8⅝	5	CC	Ha	Zen	M	A-L	A-L	102
	3 Ton																									
103	Acme.........6X	....	186	Op	15500	6800	B8.25/20	DB8.25/20	Con 18R	6-4x4¾	339	38.4	82-2400	H	C	N	2¼	13⅛	7	PC	Ha	Str	M	A-L	A-L	103
104	Armleder.........31	....	Op	199	12850	5500	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.0	33.7	64-2200	L	G	B	2⅜	13⅛	7	PC	Ha	Zen	V	D-R	D-R	104
105	Atterbury.........R	3700	173	199	16040	7250	P 34x7	DP34x7	Con 18R	6-4x4¾	340.0	38.4	82-2400	H	G	B	2¼	12⅛	7	PC	Ha	Zen	V	D-R	A-L	105
106	Atterbury.........60	....	190	215	16000	6000	B 9.00/20	DB9.00/20	Lyc ASD	6-3¾x4½	298.2	33.7	85-2800	L	G	C	2⅜	....	4	CC	Ha	Zen	M	A-L	A-L	106
107	Atterbury.........65	....	209	221	18500	7800	B 9.00/20	DB9.00/20	Con 18R	6-4x4¾	339.0	38.4	81-2500	H	G	C	2¼	....	7	CC	Ha	Zen	V	A-L	A-L	107
108	Autocar.........H	4100	114	161	19000	6525	P 34x7	DP34x7	Own	4-4½x5½	350.0	32.4	45-1450	L	G	A	2¾r	....	2	SP	Bf	Str	G	A-Bo	L-N	108
109	Autocar.........L	4600	174	242	22000	7990	P 36x8	DP36x8	Own	6-4½x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	109
110	Available.........T-30	....	Op	Op	16000	6500	P 8.25/20	DP8.25/20	Wau ML	6-4x4¾	358.1	38.4	80-2500	L	G	C	2⅝	12½	7	CC	Wa	Sch	M	D-R	D-R	110
111	Available.........T-37	....	Op	Op	17000	7500	P 9.00/20	DP9.00/20	Wau MK	6-4⅛x4¾	380.9	40.8	85-2500	L	G	A	2⅝	13¼	7	CC	Wa	Sch	M	D-R	D-R	111
112	Brockway.2½-3T.141	....	170	200	17000	6500	P 34x7	DP34x7	Con	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	112
113	Brockway.........170	....	170	200	17000	7100	P 34x7	DP34x7	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	113
114	Brockway.........175	....	170	224	17500	7200	P 34x7	DP34x7	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	114
115	Brockway.........190	....	168	204	19000	7625	P 34x7	DP34x7	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	115

2 Ton—Cont'd

Line Number	Radiator Make	Clutch	Gear Set				Universals Make and No.	Rear Axle			Gear Ratios		Front Axle	Brakes			Steering Gear Make	Frame		Body Mounting Data			Springs			Line Number
		Type and Make	Make and Model	Location	No. of Forward Speeds	Aux. Locat. and Speeds		Make and Model	Final Drive and Type	Drive and Torque	Reduc. in High	Reduc. in Low	Make and Model	Service	Area Service Brakes	Hand		Dim. Side Rail	Type	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type	
1	You	D.B&B	Ful ML U	U	4	No	Spi	Tim 54200 H	BF	H	6.06	38.5	Tim 12703 H	L4IHV	452	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	1
2	Lon	D.Ful	Ful MGU	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	2
3	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x7/32	P	133½	83	34	36x2¼	48x2½	N	3
4	Per	P.B&B	War T9	U	4	No	Spi	Cla	BF	R	5.66	36.2	Cla	L4IH	228	TX	Ross	6x2⅝x¼	P	116	76	34	42x2½	54x2½	½	4
5	Per	D.B-L	B-L 214	U	4	No	Spi	Tim	BF	R	5.83	36.3	Tim	L4IHV	282	TX	Ross	6x2⅝x¼	P	116	76	34	42x2½	54x3	½	5
6	Own	D.Ful	Ful	U	4	No	Spi 3	Cla	S½	R	6.37	47.0	Tim	B4IM	...	TX	Ros	7½x2¾x7/32	C	114¾	63¾	32	38½x2¼	50x2½	½	6
7	Own	D.Ful	Ful	U	4	No	Spi 3	Cla	SF	R	6.37	44.4	Cla	B4IM	...	TX	Ros	7½x2¾x7/32	C	114¾	63¾	32	38x2¼	50x3	½	7
8	McC	Lon	War-T9	U	4	No	Cle	Tim54200-A1	SF	H	6.8	43.5	Tim	B4IM	276	....	Ros	7x2¾x7/32	..	106⅝	69 11/16	34	39x2	56x3	..	8
9	Own	P.Own	OwnGRBB	U	4	No	Spi 3	Own 56	S½	H	6.33	26.2	Own 3DI	O2IM	268	FX	Own	7x3x¼	C	119⅜	81⅜	36	41½x2½	47½x3	N	9
10	.....	P.Own	Own 5B	U	4	No	....	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	349	OF	Han	6⅝x3 3/16x¼	C	115⅞	68⅞	34⅝	41x2½	54x3	N	10
11	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4C	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2⅝x3/16	C	112	58¾	34⅝	39x2¼	50x2½	N	11
12	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4CB	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2⅝x3/16	C	112	58¾	34⅝	39x2½	50x2½	N	12
13	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56200H	BF	H	6.16	36.4	Tim 33000H	L4IH	578	TX	Ros	6x2½x¼	C	Var	79½	32	41x2½	54x3	½	13
14	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 64800H	WF	H	7.4	41.0	Tim 33000H	L4IH	578	TX	Ros	6x2½x¼	C	Var	79½	32	41x2½	54x3	½	14
15	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56200H	BF	H	5.28	28.3	Tim 33000H	L4IH	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	½	15
16	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 64800H	WF	H	6.0	32.1	Tim 33000H	L4IH	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	½	16
17	Chi	D.B-L	B-L 314	U	4	No	Blo 3	Tim	SF	H	Opt	Opt	Tim 31000H	L4IH	452	TX	Ros	6x3½x¼	P	Opt	Opt	34	40x2¼	49x2½	½	17
18	Per	P.Lon	WG-T9	U	4	No	Blo 3	Tim 54200H	SF	H	6.8	43.5	Shu 5427	L4IH	452	TX	Ros	6x3x¼	T	126	70	34	38x2½	54x2½	½	18
19	Per	dp.Lon	Ful MLU	U	4	No	Blo 3	Tim 54200H	SF	H	6.8	44.2	Shu 5427	L4IH	452	TD	Ros	6x3x¼	T	126	71	34	38x2½	54x2½	½	19
2½ Ton																										
20	G&O	P.B&B	Own	A	4	No	Spi	Tim65000BX	WF	R	6.0	28.8	Tim 14703BX	B4IM	...	TD	Ros	6½x2½x¼	C	Opt	Opt	32	42x2½	54x3	¼	20
21	Per	P.B&B	Cov W4C	U	4	....	Spi	Tim 56200H	B	H	7.40	43.3	Tim 33010H	L4IH	540	....	Ros	7x3¼x¼	..	173	105	34	39x2½	56x3	..	21
22	Per	dp.Lon	Own T	U	4	No	Spi	Own 8D	2F	H	6.27	33.5	Tim 14703H	LO4ID	460	2IM	Ros	6⅞x3x3/16	C	115¼	63⅝	34	40x2½	54x3	½	22
23	You	D.B-L	B-L 314	U	4	No	Blo	Tim 56200H	SF	R	7.4	48.8	Tim 33000	L4IH	552	TX	Ros	6x2¼x3/16	P	Opt	Opt	31¾	38x2¼	50x3	½	23
24	You	D.B-L	B-L 314	U	4	No	Blo	Tim 64800H	WF	R	7.4	48.8	Tim 35000	L4IH	552	TX	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	24
25	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.6	43.5	Col	L4IHV	386	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	25
26	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	26
27	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 58200H	BF	R	6.8	44.9	Tim 33020H	L4IH	381	TX	Ros	7x4x¼	C	Opt	Opt	33½	41½x2½	54⅜x3	..	27
28	Per	D.Ful	Ful G U14	U	8	....	Spi	Wis	2F	..	8.05	154	Wis	L4IH	...	FD	Ros	10x2½x⅜	..	108	78	30	48x3	48x3	C	28
29	Lon	D.Ful	Ful	U	5	No	Blo	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x4	P	156	97½	34	42x2½	54x3	..	29
30	Lon	D.Ful	Ful MGU	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	30
31	Per	D.Jon	Cov W-4	U	4	No	Blo	Wis 56200H	BF	H	5.2	31.7	Col 5500	L4IHV	339	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	31
32	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	8.16	40.7	Tim 33000H	L4IH	578	TX	Ros	7x4x¼	C	124½	69	33½	40x2¼	56x3	½	32
33	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F308	L4IHV	350	TD	Ros	6½x3x¼	C	117	73⅜	34	45¼x2½	53x2½	½	33
34	G&O	P.B&B	Cov	U	4	No	Spi	Cla B613	SF	H	Opt	Opt	ClaF308	L4IHV	350	TD	Ros	6½x3x¼	C	......	......	34	45¼x2½	53x2½	½	34
35	G&O	D.Cov	Cov	U	4	No	Spi 3	Tim 58200H	SF	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	135	81⅝	34	45¼x2½	56x3	½	35
36	Own	D.Ful	FulMGU14	U	4	No	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IM	538	CX	Ros	7x2⅛x¼	T	192	104	31	46x2½	54x3	½	36
37	Own	D.Ful	FulMGU14	U	4	No	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IMV	538	CX	Ros	7x2⅛x¼	T	192	104	31	46x2½	54x3	½	37
38	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200 H	BF	H	6.16	37.3	Tim 33020 H	L4IH	355	TX	Ros	6 3/16x3x¼	C	167⅛	97⅛	34	41x2½	56x3	N	38
39	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58000 H	SF	H	7.80	49.9	Cla F304	L4IHV	659	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	51¾x3	½	39
40	Lon	P.B&B	Own	A	4	No	P-S4	Tim 65001H	WF	H	8.75	52.9	Cla F304	L4IHV	659	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	51¾x3	½	40
41	Lon	P.B&B	Own	A	4	No	P-S4	Tim 64603 H	W½	R	7.25	36.3	Own	L4IH	575	TI	Ros	6x3½x¼	C	119	71	34	38x2½	52x3	½	41
42	Lon	P.B&B	Own	A	4	No	P-S4	Tim65600 HP	WF	R	7.75	38.8	Own	L4I	659	RI	Ros	6x3½x¼	C	119	71	34	38x2½	52x3	½	42
43	Lon	B-L	B-L 314	U	4	No	Spi 4	Tim 54200H	FF	R	5.83	38.5	Tim 31000H	L4IH	380	TX	Ros	6x2¾x¼	C	130	86½	32	40x2	54x3	N	43
44	Per	D.B-L	B-L 55	A	7	R1	Blo 4	Own	BF	H	6.95	84.7	Own	O4XM	252	2I	Ros	5 3/16x2¼x7/32	C	126	86	36	42¾x2½	52¾x2½	½	44
45	Lon	D.Ful	Ful MGU	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x4¼	P	144	90	34	40x2¼	50x3	..	45
46	Lon	D.Ful	Ful	U	5	No	Blo	Tim 65706Db	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x4	P	156	97½	34	42x2½	54x3	..	46
47	Lon	P.Own	Own	U	4	No	Spi	Own	SF	H	6.2	40.7	Own	B4IM	377	TX	Jac	6x2¼x3/16	P	87	48	34	38x2	50¼x2½	N	47
48	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.67	28.8	Own	B4IM	427	TX	Jac	6⅛x2¼x¼	P	87	48	34	38x2	50¼x2½	½	48
49	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.63	28.6	Own	B4IM	453	TX	Jac	6 3/16x3x7/32	P	107	59	34 3/16	38x2½	50x3	½	49
50	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6 3/16x3x7/32	P	107	59	34 3/16	38x2½	50x3	½	50
51	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6 3/16x3x7/32	P	107	59	34 3/16	38x2½	50x3	½	51
52	McC	P.B-L	B-L 314	U	4	No	Spi	Tim 56200H	F	R	6.17	40.7	Tim 33000H	L4IH	578	TX	Ros	7x3½x	C	......	......	32⅛	40x2½	54x3	½	52
53	Per	D.Jon	Cov W-4	U	4	No	Blo	Tim 56200H	BF	H	6.1	39.0	Col 5500	L4IHV	578	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	53
54	Own	D.Jon	....	U	4	Blo	......	....	....	..	....	....	....	M4CW	...	2I	Ros	7x2½x¼	C	150	87¼	34	40x2¼	52x3	..	54
55	Chi	D.B-L	B-L 35	U	4	No	Blo	Tim 56200H	BF	R	....	....	Tim 14703H	L4IHV	...	TD	Ros	7x3½x¼	C	120	.....	34	41x2¼	50x2½	N	55
56	Chi	D.Ful	Ful MGOG	A	4	No	Spi	Tim 58000H	BF	R	Opt	Opt	Tim 15733H	L4IHV	381	FX	Ros	6x2½x3/16	P	Opt	Opt	32½	40⅛x2¼	50½x3	N	56
57	You	.. B-L	B-L 51-4	U	4	No	Blo 3	Wis 6600	2F	H	6.92	37.0	Shu 5550	W2IM	300	....	Ros	6x3 3/16x¼	I	.....	.....	....	41⅞x2½	48½x3	..	57
58	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	51.5	Shu 5550	W2IM	420	CD	Ros	6x3 3/16x11/32	I	92	59½	34⅛	41⅞x2½	54⅞x3	¼	58
59	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	63.8	Shu 5550	W2IM	420	CD	Ros	6x3 3/16x11/32	I	92	59½	34⅛	41⅞x2½	54⅞x3	¼	59
60	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.6	43.5	Col	L4IHV	656	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	60
61	Lon	P.B&B	B-L	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	6 3/16x3¼x¼	C	87⅛	56¾	34	40x2½	50x3	N	61
62	Lon	P.B&B	B-L 55	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	7x3x3/16	C	138	83	34	40x2½	50x3	N	62
63	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu.	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	63
64	Own	P.Own	Own	U	5	No	Own	Own 1200	2F	H	6.85	60.5	Own 400	BE4IM	710	2I	Own	7x3x¼	T	106½	73¼	34	41⅛x3	56x3½	¼	64
65	Per	P.B-L	B-L 314	U	4	No	Spi	Tim 56200H	SF	H	6.17	39.6	Tim 33000 H	L4IH	337	TD	Ros	8x2¼x¼	T	114	74¼	31½	40x2½	52x3	½	65
66	Own	D.B-L	B-L 314	U	4	No	Spi 4	Tim 56200H	SF	H	6.17	33.4	Tim 31000H	L4IH	354	F	Ros	7½x3x¼	T	Opt	Opt	34	38x2½	52x3	½	66
67	Per	P.B&B	FulMlu-Bb	U	4	No	Spi 3	Tim 56200	SF	R	7.4	47.0	Tim 31000 H	L4IHV	578	TX	Han	7x3x¼	C	120	78¾	32	38x2	57½x2½	½	67
68	Per	D.Ful	FulMLU12	U	4	No	Spi 3	Tim 56200H	SF	R	7.4	40.9	Tim 33020H	L4IHV	628	FD	Han	8x3x¼	C	140¼	93	32	39x2½	60x3	½	68
69	Mod	D.B-L	B-L 51	U	4	No	Spi 5	Wis 8817	2F	R	7.29	39.1	Shu 510	W2IM	678	FD	Ros	6x2½x¼	F	106	65	33	40x2½	56x3	½	69
70	Per	D-B-L	B-L 35	U	4	No	Spi	Tim 56200H	B-F	H	6.80	37.4	Tim 14703	L4IH	650	TD	Ros	7x3¼x¼	C	Opt	Opt	34	38x2¼	54x2½	½	70
71	Chi.	D.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	WF	R	6.4	41.2	Tim 33000H	L4IH	578	TX	Ros	6½x3¾	C	128	81	34	37½x2¼	50½x2½	N	71
72	Own	P.Own	Own AB	U	4	No	Spi 4	Own BB	H	H	4.91	23.8	Own BG	O4IV	450	FD	Han	7 3/16x3x7/32	T	132	......	......	44x2½	54x3	½	72
73	Mod	P.B-L	B-L 314	U	5	Bo	Pet 2	Tim 58000H	BF	H	6.83	Opt	Tim 14703H	L4IH	400	ID	Ros	7x3x¼	C	132	96	34	40x2½	50x3	½	73
74	You	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	5.33	34.6	Shu 5510	W2IM	250	2I	Ros	6x3½x3/16	I	84	49	33¾	40x2½	54x3	..	74
75	You	D.Ful	Ful MGU	U	4	No	Blo 3	Wis 6787-L	2F	R	6.41	41.6	Shu 5429	L4IH	...	TD	Ros	6x3½x3/16	I	84	53½	31	40x2½	54x3	..	75
76	Mod	D.B-L	B-L 55-7	A	7	No	Blo 3	Own	2F	H	7.3	69.3	Own	Own	142	2I	Han	7x2½x¼	..	113¼	83⅞	34	44x2½	50x3	½	76
77	Lon	D.Ful	FuMG U14	U	4	....	Blo	Own 30	2R	..	6.45	41.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	Y	77
78	Lon	D.Ful	Ful MGU	U	4	....	Blo	Own 30	2R	..	6.45	34.5	Tim 35000 H	L4IH	394	FX	Han	6x3x4¼	P	144	90	34	40x2¼	50x3	..	78
79	Lon	D.B-L	B-L 51-5	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2¼	54x3	..	79
80	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 15733 H	L4IH	584	FX	.....	7x3½x¼	P	156	97½	34	42x2½	54x3	..	80
81	McC	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6⅛x3 3/16x7/32	C	111 11/32	67 3/16	40⅝	38x2¼	50x2½	N	81
82	McC	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6 3/16x3 11/32x¼	C	127 11/32	83 3/16	40 11/16	38x2¼	50x2½	N	82
83	McC	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6 3/16x 11/16x¼	C	87 3/16	57 3/16	40 11/16	38x2¼	50x2½	N	83
84	You	D.B&B	Ful ML U	U	4	No	Spi	Tim 54200 H	BF	H	6.02	38.5	Tim 12703 H	L4IHV	452	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	84
85	Lon	D.Ful	Ful MGU	U	4	....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x4¼	P	144	90	34	40x2½	50x3	..	85
86	Lon	D.Ful	Ful	U	5	No	Blo	Ti' 65706D H	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	86
87	Mod	D.Own	Own	U	4	No	Spi	Tim	BF	R	6.16	39.1	Tim	L4IHV	330	TX	Ross	10x3¼x¼	C	144	91	34	42x2½	54x3	½	87
88	Own	D.Ful	Ful	U	4	No	Spi 3	Tim	WF	R	7.25	47.5	Tim	B4IM	...	TX	Ros	7½x2¾x¼	C	137 3/16	80¼	32	40x3	56x3	½	88
89	Mod	D.Ful	Ful	U	4	No	Spi 3	Cla	SF	R	7.25	47.6	Cla	B4IM	...	TX	Ros	7½x2¾x¼	C	113 3/16	80¼	32	38x2¼	50x3	½	89
90	Lon	D.Lon	Ful	U	4	No	Spi	Eat	S½	H	5.11	24.6	Eat	B4IMV	444	TD	Ros	8 3/16x3x7/32	C	143⅝	91⅝	41⅛	38x2½	56⅜x3	N	90
91	Own	Own	Own	U	5	No	Own	Own	2R	H	7.0	70.0	Own	O4FXM	450	FM	Ros	7x2¾x¼	P	126	84	34	48x3	48x3	½	91
92	Mod	P.B-L	B-L	U	4	No	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	92
93	Mod	P.B-L	B-L	U	4	No	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	93
94	Own	P.Own	OwnGRBA	U	4	No	Spi 3	Own 51A	S½	R	7.14	35.6	Own 51A	O2IM	335	FX	Own	8x3x¼	C	178⅛	84⅝	34	40½x2½	54⅜x3	N	94
95	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6⅝x3 3/16x¼	C	115⅞	68⅞	34⅝	41x2½	54x3	N	95
96	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7CB	S½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6⅝x3 3/16x¼	C	115⅞	68⅞	34⅝	41x2½	54x3	N	96
97	.....	P.Own	Own 5B	U	4	No	....	Own 7CB	S½	H	5.67	23.4	Own 7D	L4IH	349	FX	Han	6⅝x3 3/16x¼	C	115⅞	68⅞	34⅝	41x2½	54x3	N	97
98	.....	P Own	Own 4B	U	..	....	Spi 4	Own 14C	SF	R	6.38	41.8	Own 110	OL4IHV	349	CI	Ros	7 11/16x2 11/16x7/32	C	107½	67½	34	41x2½	54x3	N	98
99	You	D.Ful	FlJVUOG5	U	5	No	Spi 3	Own 30R	WF	H	4.8	38.7	Shu 5550	O2IMV	320	RI	Ros	7x2¼x¼	C	141⅞	83⅞	30	40x2¼	56x3	½	99
100	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56200H	BF	H	5.28	28.3	Tim 33000H	L4IHV	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	..	100
101	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 64800H	WF	H	6.0	32.1	Tim 33000H	L4IHV	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	..	101
102	Mod	dp.Lon	Ful MLU	U	4	No	Blo 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	578	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	½	102
3 Ton																										
103	Per	..B-L	B-L 51-5	U	5	....	Spi	Tim 58200H	BF	R	7.80	46.5	Tim 35000H	L4ID	659	CD	Ros	7x3½x¼	P	162	99½	34	40x2½	54x3	½	103
104	Own	D.B-L	B-L 35	U	4	No	Spi	Tim 56000 H	2F	H	....	....	Tim 14703 H	L4IH	...	CD	Ros	7x3x¼	C	Opt	Opt	31½	40x2½	62⅝x2½	..	104
105	You	D.B-L	B-L	U	4	No	Spi	Tim 65001H	WF	H	7.1	37.4	Tim 14703H	LHIHV	275	TD	Ros	7x3¼x¼	C	148½	90½	34	41½x3	54x3½	¼	105
106	Per	D.B-L	Cov W4C	U	4	....	Spi	Tim 58200H	B	H	7.80	45.6	Tim 33010H	L4IH	657	....	Ros	7x3¼x¼	..	173	106	34	39x2½	56x3	..	106
107	Per	D.B-L	B-L 551	U	4	....	Spi	Tim 65200H	W	R	7.50	40.1	Tim 35000H	L4IH	657	....	Ros	8x3¼x¼	..	197	119	34	40x3	56x3	..	107
108	Own	dp.Lon	Own T	U	4	No	Spi	Own H	2F	H	7.67	48.6	Own J	O2IM	434	2I	Ros	7x2½x¼	C	135½	76	34⅛	41x2¼	53x3	½	108
109	Own	dp.Lon	Own T	U	4	Opt	Spi	Own TE	2F	H	7.09	45.0	Tim 35000D	LO4IDV	574	FD	Ros	8x3x¼	C	150	86½	40x2	34⅛ ½	54x3	½	109
110	You	D.B-L	B-L 51	U	4	No	Blo	Tim 58200H	SF	R	7.8	41.7	Tim 35000	L4IH	632	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	110
111	You	D B-L	B-L 554	U	4	No	Blo	Tim 65200H	WF	R	7.5	54.5	Tim 35000	L4IH	632	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	111
112	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	112
113	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	113
114	G&O	....	....	U	5	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	114
115	Lon	P.B&B	B-L	A	7	No	Spi 2	Tim	WF	R	7.75	78 6	Shu	T2IMV	500	CD	Ros	7x3x3/16	C	132	83	34	40x2½	50x3	½	115

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	3 Ton—Cont'd																									
1	Chicago.......1-30-A	....	160	208	15740	6740	B 9.00/20	DB9.00/20	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Wa	Str	M	A-L	A-L	1
2	Clinton.........65	....	184	Op	14500	5925	S 34x5*	DS34x5*	Bud ETU	4-4⅛x5½	312.0	28.9	49-1900	L	G	C	2¾r	10 1/16	3	PC	Bu	Zen	V	Spl	D-R	2
3	Coleman.........D40	....	130	180	17000	8500	B 9.75/24	B 9.75/24	Bud DW 6	6-3¾x5	330.0	33.7	73-2400	L	G	C	2½	9	4	FP	No	Str	V	D-R	D-R	3
4	Commerce.........60	4680	175	192	....	7100	P 36x6	DP38x7	Bud BA-6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	4
5	Concord.........JX-6	4200	154	174	17200	6700	P 34x7	DP34x7	Bud DW 6	6-3¾x5	330.0	33.7	73-2100	L	G	C	2½	9⅞	4	PC	No	Zen	V	A-L	A-L	5
6	Condor..........CE	2530	160	224	20000	5950	B 8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	353.8	36.2	98-2700	L	G	A	2¾	10	4	PC	No	Zen	M	A-L	A-L	6
7	Condor..........CEB	....	190	190	17000	7200	B 7.50/20	DB7.50/20	Con 20-R	6-4½x4¾	380.8	40.8	90-2200	H	C	C	2¾	13 1/16	7	PC	No	Zen	M	A-L	A-L	7
8	(Z)Corbitt.......12W6	....	165	220	14700	4910	B 7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311.0	38.4	72-2400	H	C	C	2⅝	11 11/16	7	FP	No	Zen	V	D-R	D-R	8
9	(Z)Corbitt.......12B6	....	163	220	14700	4870	B 7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311.0	38.4	72-2400	H	C	C	2⅝	11 11/16	7	FP	No	Zen	V	D-R	D-R	9
10	Day-Elder........160	2795	156	204	16000	6800	B 7.50/20	DB9.00/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	N	2¾	13 1/16	7	PC	Co	Zen	M	D-R	D-R	10
11	Diamond T........551	2250	168	186	15500	6000	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339.0	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	11
12	Diamond T........504	2650	166	208	17500	6350	B8.25/20	DB8.25/20	Her WXC	6-4x4½	339.0	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	12
13	Diamond T........506	2950	174	240	17500	6350	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	384.0	43.3	85-2200	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	L-N	L-N	13
14	Diamond T 603-3,4 Ton	3300	169	230	20000	7500	B 9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	14
15	Diamond T 606-3,4 Ton	3600	177	244	19000	7500	B 9.00/20	DB9.00/20	Her RXB	6-4⅝x5	500.9	48.6	110-2200	L	G	C	3	12½	7	PC	Ha	Zen	M	L-N	L-N	15
16	Dodge Bros.	1515	135	135	12250	4235	P 32x6	DP32x6	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2 r	11	7	PC	KP	Zen	V	N-E	N-E	16
17	Dodge Bros.	1565	165	165	12220	4520	P 32x6	DP32x6	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2 r	11	7	PC	KP	Zen	V	N-E	N-E	17
18	Dodge Bros.	1615	185	185	12715	4715	P 32x6	DP32x6	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2 r	11	7	PC	KP	Zen	V	N-E	N-E	18
19	Dodge Bros......F-60	2645	146	146	18979	5543	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	19
20	Dodge Bros......F-61	2575	170	170	19429	5789	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	20
21	Dodge Bros......F-62	2695	195	195	19879	5901	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	21
22	Douglas..........D4	4010	186	Op	20000	6500	S 36x5*	S 36x10*	Bud YBU-I	4-4¼x6	381.0	32.4	50-1400	L	G	C	2⅝	9 11/16	3	PC	Bu	Zen	E	L-N	L-N	22
23	Douglas..........D6	4430	186	Op	20000	6800	P 36x6	DP38x7	Bud BUS	6-4x5½	386.4	38.4	78-2300	L	G	C	2⅝	9⅞	4	PC	Bu	Zen	M	L-N	L-N	23
24	Douglas.......D6 5p.	5500	216	Op	22000	7560	P 38x7	DP40x8	Bud K428	6-4⅜x4¾	411.4	40.8	83-2100	L	G	C	2⅝	9⅞	4	PC	Bu	Zen	E	L-N	L-N	24
25	Duplex..........FAC	4250	166	...	16000	7200	S 34x5	S 36x8	Bud EBU-I	4-4⅛x5½	312.0	28.9	57-2100	L	G	C	3r	10	3	PS	Bu	Zen	V	Els	A-L	25
26	Duplex..........SAC	4750	166	...	16000	7400	S 34x5	S 36x8	Bud K428	6-4⅜x4¾	428.0	45.9	102-2400	L	G	C	3r	9¾	7	FP	No	Zen	M	A-L	A-L	26
27	Fageol..........300	3250	178	196	......	6250	B 9.00x20	DB9.00x20	Wau MK	6-4½x4¾	381.0	40.8	82-2200	L	G	A	2⅝	12½	7	FP	N	Zen	M	D-R	D-R	27
28	Federal T10B 2½-3 T.	2740	165	201	18000	6550	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	75-2200	H	C	C	2¾	13 1/16	7	PC	KP	Zen	M	D-R	D-R	28
29	Federal T10W 2½-3 T.	2915	165	201	18000	6550	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	75-2200	H	C	C	2¾	13 1/16	7	PC	KP	Zen	M	D-R	D-R	29
30	Fisher-Std.......30A	....	160	...	16800	5600	P 34x7	DP34x7	Con 11R	6-3⅞x4½	291.9	35.0	64-2500	H	C	C	2¾	12 1/16	7	FP	Ha	Zen	M	D-R	D-R	30
31	Fisher-Std.......31A	....	160	...	16800	5800	P 34x7	DP34x7	Con 11R	6-3⅞x4½	291.9	35.0	64-2500	H	C	C	2¾	12 1/16	7	FP	Ha	Zen	M	D-R	D-R	31
32	F.W.D.............B	4200	124	156	13960	6460	B 36x6	S 36x6	Own A	4-4¾x5½	398.0	36.1	56-1350	T	G	C	2	12	3	PC	Pe	Str	G	R-Bo	N-E	32
33	Garford..........60	4680	175	192	......	7100	P 36x6	DP38x7	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	33
34	(X)Gen. Mot.....T-26	1450	130	164	11000	4025	B 7.00/20	DB7.00/20	Own 257	6-3 5/16x4⅞	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	34
35	(X)Gen. Mot......T30	1750	141	164	12500	4705	P 32x6	DP32x6	Buick	6-3 5/16x4⅞	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	35
36	(X) Gen. Mot....T-31	1850	141	181	14000	4635	P 32x6	P 36x8	Own 257	6-3 7/16x4⅞	275.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	36
37	(X)Gen.Mot.......T42	1950	141	181	15000	4905	P 36x6	DP36x6	Buick	6-3 5/16x4⅞	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	37
38	(X)GenMot........T44	2050	141	181	16000	5003	P 36x6	DP36x6	Buick	6-3 5/16x4⅞	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	38
39	(X)Gen. Mot.....T-45	1995	141	181	16000	5065	B7.50/20	DB7.50/20	Own 257	6-3 5/16x4⅞	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	39
40	(V)Gotfredson RB66C	....	....	....	20900	6100	B9 00/20	DB9.00/20	Bud K381	6-4⅛x4¾	381.0	40.8	95-2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	40
41	Gotfredson.......RW66	....	....	....	20900	6300	B9.00/20	DB9.00/20	Bud K381	6-4⅛x4¾	381.0	40.8	95-2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	41
42	Gramm......E-330, 3	....	160	224	20000	5950	B 8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	353.8	36.2	98-2700	L	G	C	2¾	10	4	PC	No	Zen	M	A-L	A-L	42
43	Gramm.....EY-190, 3	....	190	190	16000	6750	B 7.50/20	DB7.50/20	Con 20-R	6-4⅛x4¾	380.8	40.8	90-2200	H	C	C	2¾	13 1/16	7	PC	No	Zen	M	A-L	A-L	43
44	Gramm............	3595	190	190	......	......	P 7.50/20	DP7.50/20	Knight	6-3⅜x4¾	255.0	27.3	70-2600	S	C	C	2½	12 1/16	7	CC	Ha	Til	V	A-L	A-L	44
45	G-P 55-6, 3-4 Ton....	2745	154	191	12500	5900	B8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	298.0	33.4	85-2900	L	G	C	2⅝	9⅝	4	PC	Mo	Str	M	A-L	A-L	45
46	G-P 55-8, 3-4 Ton....	2880	157	191	12500	5900	B8.25/20	DB8.25/20	Lyc HF	8-3⅜x4½	322.0	36.5	120-3200	L	G	A	2⅜	11	5	PC	Mo	Str	M	A-L	A-L	46
47	Hahn & Selden ...47B	....	151	...	15500	7200	P 34x7	DP34x7	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	.....	7	FP	No	Zen	V	A-L	A-L	47
48	Hendrickson.......T-6	3800	Op	Op	19000	7000	B 9.00/20	B 9.00/20	Bud DW-6	6-3¾x5	330	33.7	72-2600	L	G	C	2½	9	4	FP	Bu	Zen	V	A-L	A-L	48
49	Hug...............67	....	120	...	16660	8160	P 34x7	DP34x7	Bud H298	6-3¾x4½	298.2	33.7	86-2800	L	C	C	3	9⅞	7	PC	No	Zen	M	A-L	D-R	49
50	Hug...............41	....	150	195	15600	6200	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	C	C	2½	9	4	PC	Bu	Zen	V	A-L	D-R	50
51	Hug...............42	....	166	201	14500	6500	B8.25/20	DB8.25/20	Bud H298	6-3¾x4½	298	33.7	86-3000	L	C	C	3	9⅞	7	PC	No	Zen	M	A-L	D-R	51
52	Hug.............85-6	....	114	114	17200	8580	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	C	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	52
53	Hug............85-D6	....	114	114	17200	7200	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	53
54	Indiana.......127AW	....	150	150	20000	7000	P 34x7	DP34x7	Her	4-4¼x5¾	326.3	28.9	54-1600	L	G	C	3	10⅜	3	CC	Pe	Str	V	Els	.....	54
55	Indiana..2½-3T..141	....	170	200	17000	6500	P 34x7	DP34x7	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	55
56	Indiana...........170	....	170	200	17000	7100	P 34x7	DP34x7	Con	6-4⅛x4¾	380.9	40.8	88-2400	H	C	N	2¾r	13 1/16	7	CC	KP	Str	M	A-L	A-L	56
57	Indiana...........175	....	170	224	17500	7200	P 34x7	DP34x7	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	57
58	Indiana.......627AW	....	156	156	20000	7205	P 34x7	DP34x7	Wis	6-4x5	377.0	38.4	72-2000	H	G	C	2¾	10¾	4	CC	KP	Str	V	Els	.....	58
59	Indiana...........190	....	168	204	19000	7625	P 34x7	DP34x7	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	59
60	International......A-5	2550	156	210	......	5895	P 34x7	DP34x7	Own FBB	6-3⅝x4½	279	31.5	67-2600	H	G	C	2½	13 1/16	7	PC	Ha	Zen	V	D-R	D-R	60
61	International......A-6	2675	156	210	......	6120	P 34x7	DP34x7	Own FBB	6-3⅝x4½	279	31.5	67-2600	H	G	C	2½	13½	7	PC	Ha	Zen	V	D-R	D-R	61
62	Kenworth.........145	3250	158	184	......	5500	P 34x7	DP34x7	Her WXC	6-4x4½	339.0	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	D-R	D-R	62
63	Kenworth.........184	3850	164	206	......	7400	B 9.00/20	DB9.00/20	Her WXC2	6-4⅛x4½	360.8	40.3	76-2400	L	G	C	2¾	10¾	4	PC	Ha	Zen	M	A-L	D-R	63
64	Kleiber...........140	....	180	190	14000	6500	B 8.25/20	DB8.25/20	Con	6-4x4⅛	311.8	38.4	74-2400	H	C	C	2¾	13	7	FP	No	Str	V	D-R	D-R	64
65	LaFra.-Republic...F3	....	174	198	15000	5625	P 34x7	DP34x7	Lyc ASD	6-3¾x4½	299	33.5	82-2600	L	G	C	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	65
66	Lange...............H	5150	151	187	19000	6850	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	66
67	Lange...............M	5200	140	222	21000	7450	P 38x7	DP38x7	Her YXC	6-4⅜x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	67
68	Larrabee............55	3740	155	191	16155	6730	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13 1/16	7	FP	No	Zen	G	D-R	D-R	68
69	LeMoon.........HB28	3250	160	190	17000	5600	B 8.25/20	DB8.25/20	Wau 6MK	6-4⅛x4¾	381.0	40.8	85-2500	L	G	C	2⅝	12½	7	PC	No	Str	G	A-L	A-L	69
70	Maccar.............56	3350	153	194	15600	6500	P 34x7	DP34x7	Bud DW6	6-3¾x5	331.3	33.7	73-2100	L	G	C	2½	9	4	FP	Bu	Str	V	D-R	D-R	70
71	Maccar.............60	3950	153	207	16000	6600	B 9.00/20	DB9.00/20	Bud BA6	6-4⅛x5⅛	411.0	40.8	103-2100	L	G	C	2½	9⅞	4	FP	Bu	Str	V	D-R	D-R	71
72	Mack AB............	4000	147	219	......	......	P 34x7	DP34x7	Own AB	4-4¼x5	283.7	28.9	60-2000	L	G	S	3	8	3	PS	On	Str	V	N-E	N-E	72
73	Mack AB............	4350	147	219	......	......	P 34x7	DP34x7	Own AB	4-4¼x5	283.7	28.9	60-2000	L	G	S	3	8	3	PS	On	Str	V	N-E	N-E	73
74	Mack AB............	4150	147	219	......	......	P 34x7	DP34x7	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10 11/32	7	FP	Ha	Str	V	N-E	N-E	74
75	Mack AB............	4500	147	219	......	......	P 34x7	DP34x7	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10 11/32	7	FP	Ha	Str	V	N-E	N-E	75
76	Noble...........156C	3350	176	204	14475	5975	P 34x7	DP34x7	Con 18R	6-4x4½	340.0	38.4	82-2400	H	C	N	2⅜	13 1/16	7	FP	Co	Str	V	A-L	A-L	76
77	Omort............300	....	130	Op	16000	6300	P 34x7	DP34x7	Her OXC	4-4¼x5	283.5	28.9	56-2000	L	G	C	3	.....	..	PC	No	Zen	V	A-L	A-L	77
78	Omort...........3005	....	130	Op	16500	6500	P 34x7	DP34x7	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	V	A-L	A-L	78
79	Omort.............30	....	134	148	18000	6600	P 34x7	DP34x7	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	79
80	Oshkosh.............H	4975	146	165	16550	7550	B 9.75/20	B 9.75/20	Her WXC2	6-4⅛x4½	360.8	40.8	73-2000	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	RBo	RBo	80
81	Pierce-Arrow.....PW	....	150	190	18000	6800	B 9.00/20	BD9.00/20	Own	6-4⅛x4½	361.0	40.3	76-2400	L	G	C	2⅝	13¼	7	FP	Ha	Zen	M	D-R	D-R	81
82	Relay..............50	4130	161	...	......	7200	P 36x6	DP40x8	Bud DW6	6-3¾x5	330.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	82
83	Relay...........60DB	4595	175	192	......	7500	P 36x6	DP38x7	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	83
84	Relay..............80	5330	175	192	......	8400	P 36x6	S 40x10	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	84
85	Reo...............GA	2035	163	...	17000	4625	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	85
86	Reo...............GC	2140	179	...	17000	4850	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	86
87	Reo...............GD	2085	144	...	17000	4650	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	87
88	Reo..............GCS	2375	210	210	17000	5320	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	88
89	Schacht....25H,3-4½	....	146	213	......	5500	B 8.25/20	DB8.25/20	Her WXC	6-4x4½	339.0	38.4	73-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	89
90	Service............60	4680	175	192	......	7100	P 36x6	DP38x7	Bud BA-6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	90
91	Sterling.........FB80	3080	174	204	......	6080	B8.25/20	DB8.25/20	Wau MS	6-3¾x4¾	315.	33.7	72-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	91
92	Sterling.........FD80	3275	174	204	......	6480	B8.25/20	DB8.25/20	Wau ML	6-4x4¾	358.	38.4	80-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	92
93	Stewart...........35X	2590	...	220	......	5880	B 8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	299.0	33.8	85-	L	G	C	2⅝	9 1/16	4	PS	Ha	Str	M	D-R	D-R	93
94	Stewart...........36X	2990	165	220	......	6500	B8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	354.0	36.2	90-2750	L	G	C	2¾	10	4	FP	Ha	Str	M	D-R	D-R	94
95	Stewart..........48-8	2990	170	241	......	6750	B 8.25/20	DB8.25/20	Lyc AE	8-3¾x4¾	420	44.4	130-2800	L	G	C	2¾	12¾	5	FP	No	Str	M	D-R	D-R	95
96	Ward LaFrance 25R14	....	195	220	14000	......	B 8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	96
97	Ward LaFrance 25B14	....	195	220	14000	......	B 8.25/20	DB8.25/20	Own	8-3⅜x4½	322.	36.4	100-2400	L	G	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	97
98	Ward-La France25R16	....	Op	Op	16000	......	B 8.25/22	DB8.25/22	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	98
99	Ward-La France25B16	....	Op	Op	16000	......	B 8.25/22	DB8.25/22	Own	8-3⅜x4½	322	36.4	100-2400	L	G	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	99
100	White..............58	4400	180	195	22000	7797	S 36x5	DS36x5	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Els	.....	100
101	White....640-3 Ton	6100	180	214	20000	9200	B9.00/20	DB9.00/20	Own 1AB	6-4¾x5¾	519	45.9	108-1800	H	C	S	3	15 11/16	7	FP	Own	Zen	E	L-N	L-N	101
102	White.............621	4650	157	195	18000	7700	B9.00/20	DB9.00/20	Own 3A-D	6-4x5¼	396	38.4	82-1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	102
103	White.............630	5000	168	215	20000	8500	B9.00/20	DB9.00/20	Own 3A-D	6-4x5¼	396	38.4	82-1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	103
104	Witt-Will.........R3B	3400	159	...	15500	6500	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13 1/16	7	FP	No	Zen	M	D-R	D-R	104
105	Witt-Will...........R3	....	159	...	15500	6500	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13 1/16	7	FP	No	Zen	M	D-R	D-R	105
106	Woods..............45	3465	180	Op	......	5625	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339	38.4	76-2400	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	D-R	D-R	106
107	World...........DC-88	3295	164	182	15000	5400	P 34x7	DP34x7	Lyc HD	8-3¼x4½	298.6	33.8	115-3300	L	G	C	2⅝	10	5	PC	Ha	Zen	M	A-L	A-L	107
	3½ Ton																									
108	Acme..............45D	3740	125	Op	14050	4850	B 7.50/20	B 10.50/20	Her OXC	4-4¼x5	283.5	28.9	55-2000	L	G	C	2	9¾	3	FP	Ha	Zen	G	Els	A-L	108
109	Atterbury..........70	....	222	222	23000	8400	B 9.75/20	DB9.75/20	Con 20R	6-4½x4¾	380.0	40.8	87-2400	H	C	C	2¾		7	FP	Ha	Zen	V	A-L	A-L	109
110	Autocar............HS	4600	114	161	24000	7505	P 40x8	DP40x8	Own	4-4⅜x5½	350.0	32.4	45-1450	L	G	A	2¾		2	SP	Bf	Str	G	A-Bo	L-N	110
111	Autocar..3-3½T..SHS	4800	114	161	24000	8075	P 40x8	DP40x8	Own	6-4⅜x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	G	D-R	L-N	111
112	Autocar..........SCHS	4800	157	203	24000	7885	P 40x8	DP40x8	Own	6-4⅜x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	112
113	Autocar..3-3½T..TEA	5350	192	242	22000	8625	P 36x8	DP36x8	Own	6-4⅜x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	113
114	Autocar..............N	4600	174	242	22000	7990	P 36x8	DP36x8	Own	6-4⅜x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	114
115	Available.........T-39	....	Op	Op	19000	7800	P 36x8	DP36x8	Wau SRL	6-4½x5¼	462.0	45.9	102-2400	L	G	C	3	13 1/16	7	CC	Wa	Sch	M	D-R	D-R	115
116	Available.........T-43	....	Op	Op	19000	7950	P 36x8	DP36x8	Wau SRL	6-4½x5¼	462.0	45.9	102-2400	L	G	C	3	13 1/16	7	CC	Wa	Sch	M	D-R	D-R	116
117	Brockway..3-4T..195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6-4½x4¾	380.9	40.8	85-2400	H	C	N	2⅝	13 1/16	7	CC	KP	Zen	M	A-L	A-L	117

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																						3 Ton —Cont'd				
1	Chi	D.B-L	B-L 51	U	5	No	Spi 3	Tim 65720H	WF	R	7.75	46.2	Tim 33020H	L4IH	631	TD	Ros	7x4x¼	C	Opt	Opt	33½	41½x2½	54⅝x3	..	1
2	Per	D.B-L	B-L 55	A	4	No	Blo 4	Ti' 65706 HP	WF	R	8.50	45.5	Tim 15302	T2IM	185	2I	Ros	8x3¼x¼	T	Opt	Opt	33¼	43½x3	51½x3	N	2
3	Per	D.Ful	Ful R U 16	U	8	A2	Spi 5	Wis	2F	H	8.33	159	Wis	W2/4IM	...	TD	Ros	12x2½x⅞	C	144	89	30	48x3	48x3	C	3
4	Lon	Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	4
5	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	9.3	49.7	Tim 15300 H	T2IMV	520	TD	Ros	7x3x½	C	Opt	Opt	32¼	38½x2½	50x3½	½	5
6	Per	D.Jon	Cov Rus-4	U	4	No.	Blo	Tim 58200	BF	H	5.57	35.6	Col 5500	L4IHV	659	FD	Ros	12x2½x¼	C	127	74¼	34	42x2¼	56x3	½	6
7	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	H	4.55	29.1	Eat 423	L4IHV	...	FD	Ros	8¾x3¼x¼	C	156	90	41⅛	44x2½	60x3	½	7
8	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 64800H	WF	H	Opt	Opt	Tim 33000H	L4IH	578	TX	Ros	7x3½x¼	T	134	82	34	40x2½	54x3	½	8
9	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	Opt	Opt	Tim 33000H	L4IH	578	TX	Ros	7x3½x¼	T	134	82	34	40x2½	54x3	½	9
10	Per	D.B-L	B-L 51	U	4	No	Spi 3	Tim 65200H	WF	R	6¾	36.1	Tim 33000H	L4IH	659	TD	Ros	9x3½x¼	C	132	80½	34	42x2½	56x3	½	10
11	G&O	D.Cov	Cov	U	4	No	Spi 3	Tim 58200H	SF	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	135	81⅝	34	45¼x2½	56x3	½	11
12	G&O	D.Cov	Cov	U	4	No	Spi 4	Wis69317B-L	2F	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	126	80⅛	34	45¼x2½	56x3	½	12
13	G&O	D.Cov	Cov	U	5	No	Spi 4	Wis69317B-L	2F	H	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	P	138	87⅝	34	45¼x2½	56x3	½	13
14	G&O	D.Cov	Cov	U	5	No	SpP 4	Wis 1237H	2F	R	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	120	79½	34	45¼x2½	56x3	½	14
15	G&O	D.Cov	Cov	U	5	No	Spi 4	Wis 1237H	2F	H	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	138	88	34	45¼x2½	56x3	½	15
16	Fed	P.	Own	U	4	No	Own 3	Own	S½	H	7.13	46.3	Own	O4IH	382	TX	Han	7x2⅞x3/16	C	82¼	54¾	34	39x2½	45x3	N	16
17	Fed	P.	Own	U	4	No	Own 3	Own	S½	H	7.13	46.3	Own	O4IH	382	TX	Han	7⅛x2⅞x¼	C	132¾	84¾	34	39x2½	56x3	N	17
18	Fed	P.	Own	U	4	No	Own 3	Own	S½	H	7.13	46.3	Own	O4IH	382	TX	Han	7½x2⅞x¼	C	164¾	104¾	34	39x2½	56x3	N	18
19	Lon	P.	Own	U	4	No	Own 3	Own	SF	H	8.26	56.6	Own	O4IH	416	CD	Jac	10x3¼ 7/32	C	99¾	65¾	34	42x3	56x3½	½	19
20	Lon	P.	Own	U	4	No	Own 3	Own	SF	H	7.12	48.8	Own	O4IH	416	CD	Jac	10x3¼ 7/32	C	149 11/16	89¾	34	42x3....	56x3½	½	20
21	Lon	P.	Own	U	4	No	Own 3	Own	SF	H	7.12	48.8	Own	O4IH	416	CD	Jac	10x3¼ 7/32	C	189 11/16	114¾	34	42x3	56x3½	½	21
22	Own	D.Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼	T	168	98	31	45x3	54x3	½	22
23	Own	D.Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼	T	168	98	31	45x3	54x3	½	23
24	Own	D.Ful	Ful HOG	U	8	A	Blo 4	Wis 1418	2F	R	8.18	76.7	Shu 615	W2IMV	503	CX	Ros	10x2⅝x5/16	T	223	121	31	45x3	54x4	½	24
25	Mod	D.B-L	B-L 51	U	5	No	Cle	Tim 65706	WF	R	8.5	45.5	Shu 5550	T2IM	...	2	Ros	7x3½x¼	C	.....	.....	34	39x2½	52x3	N	25
26	Mod	D.B L	B L 55	A	7	No	Cle	Tim 65706	WF	R	8.5	81.0	Shu 5550	T2IM	...	T	Ros	7x3½x¼	C	.....	.....	34	39x2½	52x3	N	26
27	Per	P.B-L	B-L 314	U	4	....	Spi 3	Tim 58200H	BF	H	6.83	41.5	Tim 33020H	L4IHV	398	TX	Ros	6 5/16x3x¼	C	167⅛	97⅛	34	41x2½	56x3	N	27
28	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58200H	BF	R	6.83	44.5	Own	L4IHV	659	TI	Ros	7½x3½x7/32	C	119	81	34	42x2½	54x3	½	28
29	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 65200H	w/2	R	6.75	43.9	Own	L4IHV	659	TI	Ros	7½x3½x7/32	C	119	81	34	42x2½	54x3	½	29
30	Lon	B-L	B-L 314	U	4	No	Spi 4	Tim 56200H	FF	R	6.16	40.6	Tim 33000H	L4IH	577	TX	Ros	7 1/16x3½x5/16	C	120	74	34	43x2½	54x3	½	30
31	Lon	B-L	B-L 51	A	4	No	Spi 4	Wis 6787-L	FF	R	6.41	42.3	Tim 33000H	L4IH	660	CD	Ros	7 1/16x3½x5/16	C	120	74	34	43x2½	54x3	½	31
32	McC	O.M-E	Cot DAF	A	3	Opt	Blo 4	Own B	BF	H	8.9	35.6	Own B	O4IM	252	2I	Ros	5 5/16x2¼x7/32	C	130	93	36	42¾x2½	52¾x2½	N	32
33	Lon	D.Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	..	156	97½	34	42x2½	54x3	..	33
34	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.67	28.8	Own	B4IM	427	TX	Jac	6⅛x2¼x¼	P	87	48	34	38x2	50¼x2½	½	34
35	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.63	28.6	Own	B4IM	453	TX	Jac	6 5/16x3x7/32	P	107	59	34 1/16	38x2½	50x3	½	35
36	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6 5/16x3x7/32	P	107	59	34 1/16	38x2½	50x3	½	36
37	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6 5/16x3x7/32	P	107	59	34 1/16	38x2½	50x3	½	37
38	Lon	D.Own	Own	U	4	No	Spi	Own	2½	R	8.05	40.9	Own	B4IM	524	TX	Jac	6 5/16x3x7/32	P	107	59	34 1/16	38x2½	50x3	½	38
39	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	50.7	Own	B4IM	524	TX	Jac	6 5/16x3x5/16	P	107	59	34 1/16	38x2½	50x3	½	39
40	McC	P.B-L	B-L 51-5	U	5	No	Spi	Cla B800	F	R	7.12	42.5	Cla F318	L4IH	660	FD	Ros	7x3½x5/16	C	.....	.....	32⅛	40x2½	54x3	½	40
41	McC	D.B-L	B-L 51-5	U	5	No	Spi	Tim 65720H	F	R	8.5	50.6	Cla F318	L4IH	768	FD	Ros	7x3½x5/16	C	.....	.....	32⅛	40x2½	54x3	½	41
42	Per	D.Jon	Cov Rus-4	U	4	No	Blo	Tim 58200	BF	H	5.57	35.6	Col 5500	L4IHV	659	FD	Ros	12x2½x¼	C	127	74¼	34	42x2¼	56x3	½	42
43	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	H	4.55	29.1	Eat 423	L4IHV	658	FD	Ros	8¾x3¼x¼	C	156	90	41⅛	44x2½	60x3	½	43
44	Own				4	No	Blo						Eat 423	4I	...	....	Ros	8¾x3¼x¼	C	156	90	41⅛	44x2¼	60x3	½	44
45	Own	D.Ful	Ful JVU	U	5	No	M.M.6	Tim 56200H	SF	H	7.25	55.0	Tim 3100H	L4IH	...	CD	Ros	9x3¼x7/32	T	.....	.....	....	40x2½	58x3	½	45
46	Own	D.Ful	Ful JVU	U	5	No	M.M.6	Tim 56200H	SF	H	6.16	4.30	Tim 3100H	L4IH	...	CD	Ros	9x3¼x7/32	T	.....	.....	....	40x2½	54x3	½	46
47	Chi	D.B-L	B-L 51	U	4	No	Blo	Tim 58000H	BF	R	6.8	....	Tim 15733H	L4IHV	...	TD	Ros	7x3½x¼	C	110	.....	34	40x2½	56x3	½	47
48	Chi	D.Ful	Ful MGOG	A	4	No	Spi	Tim 65706H	WF	R	Opt	Opt	Tim 15733H	L4IHV	490	FX	Ros	6x2½x5/16	P	Opt	Opt	32½	40⅛x2¼	50½x3	N	48
49	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wisc 6600	2F	H	7.75	46.2	Shu 550	W2IM	438	CD	Ros	6x3 5/16x11/32	I	97	64½	34⅛	41⅞x2½	54⅞x3	¼	49
50	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 6617	2F	H	6.35	37.8	Shu 5572	L4IH	420	CD	Ros	8x3x¼	T	Var	Var	31½	41x2½	54⅞x3	¼	50
51	You	P.B&B	Ful MLU	U	4	No	Blo 3	Cla B800	SF	H	6.37	40.5	Cla F318	L4IH	307	CD	Ros	8x3x¼	T	Opt	Opt	31½	41x2½	54⅞x3	½	51
52	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	51.5	Shu 5550	W2IM	420	CD	Ros	6x3 5/16x11/32	I	91	58½	34⅛	41⅞x2½	54⅞x3	¼	52
53	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	64.2	Shu 5550	W2IM	420	CD	Ros	6x3 5/16x11/32	I	91	58½	34⅛	41⅞x2½	54⅞x3	¼	53
54	Lon	P.B&B	B-L	U	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x5/16	C	100	66	33	40x2½	50x3	N	54
55	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	55
56	G&O	D.B-L	B-L 554	U	4	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	56
57	G&O	......	....	U	5	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	57
58	Lon	P.B&B	B-L	U	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x5/16	C	100	66	33	40x2½	50x3	N	58
59	Lon	P.B&B	B-L	A	7	No	Spi 3	Tim	WF	R	7.75	78.6	Shu	T2IMV	500	CD	Ros	7x3x5/16	C	132	83	34	40x2½	50x3	N	59
60	Mod	P.Own	Own	U	5	No	M.M.	Own 1000	SF	H	8.5	76.8	Own300	BE4IM	430	2I	Ros	8x3¾x¼	T	115	72½	34	42x3	56x3	¼	60
61	Mod	P.Own	Own......	U	5	No	M.M.	Own 1150	2F	H	7.16	64.7	Own300	BE4IM	430	2I	Ros	8x3¾x¼	T	115	72½	34	42x3	56x3	¼	61
62	Per	D.B-L	B-L 314	U	4	No	Spi	Tim 58200H	SF	H	6.83	43.8	Tim 33000H	L4IHV	399	FD	Ros	8x2¼x¼	T	114	75¼	31½	40x2½	52x3	½	62
63	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65720	WF	H	6.8	36.4	Tim 35100H	L4IHV	545	TD	Ros	9x3x¼	T	126	82	31½	40x2½	52x3	¼	63
64	Own	D.B-L	B-L 314	U	4	No	Spi	Tim 58200H	BF	H	6.83	....	Tim 31000H	LHIH	648	TD	Ros	7½x3x¼	T	164	104	34	38x2½	52x3	¼	64
65	Per	D.Ful	FulMGU14	U	4	No	Spi 3	Tim 58200	SF	R	6.14	39.9	Tim 33020H	L4IHV	656	FD	Han	8x3x¼	C	140¼	93	32	39x2½	60x3	½	65
66	Mod	D.B-L	B-L 55	U	4	No	Spi 6	Wis 1418	2F	R	9.12	48.7	Tim 15300	W2IM	615	CD	Ros	6⅞x2½x¼	P	112	75	33	42x2½	56x3	½	66
67	Mod	D.B-L	B-L 60Max	A	7	No	Spi 6	Wis 1402	2F	R	10.1	95.7	Tim 16310	W2IM	802	TD	Ros	6⅞x2½x¼	P	95	73	33	42x2½	56x3	½	67
68	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 65200H	WF	H	7½	40.0	Tim 15733H	L4IH	650	TD	Ros	7x3¼x¼	C	Opt	Opt	34	38x2¼	54x3	½	68
69	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 58200H	WF	R	7.5	49.5	Tim 35000H	L4IHV	648	TX	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	69
70	Per	D.B-L	B-L 51	U	4	No	Spi 3	Wis 6787L	2F	R	7.00	37.4	Tim 15733H	L4IHV	412	FD	Ros	8x3x¼	T	107½	70	32	42x2½	54x3	½	70
71	Per	D.B-L	B-L 51-4	U	4	No	Spi	Tim 65200H	WF	R	6.2	37.2	Tim 15733H	L4IHV	412	FD	Ros	8x3x¼	T	104½	68	32	42x2½	54x3	½	71
72	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	6.91	27.2	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	48x3	..	72
73	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	5.88	28.5	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	56 1/16x3½	..	73
74	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	5.1	24.6	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	48x3	..	74
75	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	6.69	32.4	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	56 1/16x3½	..	75
76	McC	D.Ful	FulMGU	U	4	No	Blo	Tim 58200H	BF	H	6.14	39.9	Tim 33000H	L4IH	660	TD	Ros	6⅝x3x¼	C	141	87	34	43x2½	48x3	N	76
77	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3½x⅜	I	85	53	33¾	40x2½	54x3	½	77
78	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3½x⅜	I	85	53	33¾	40x2½	54x3	½	78
79	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 8817-L	2F	R	7.93	65.	Shu 5532	L4IH	...	TD	Ros	6x3½x⅜	I	88	57½	31	40x2½	54x3	½	79
80	Mod	D.B-L	B-L 60-7	A	7	No	Blo 3	Own	2F	H	8.94	84.9	Own	Own	142	2I	Han	7x2½x¼	..	113¼	83⅞	34	2½x44	50x3	½	80
81	Lon	P.Lon	Cov	U	4	No	Cle	Tim	WF	R	5.40	33.5	Tim	W4IA	488	TD	Han	8⅛x2½x5/16	..	.....	64⅞	34	41x2½	56x3	½	81
82	Lon	D.B-L	B-L 51	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2¼	54x3	..	82
83	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	F	156	97½	34	42x2½	54x3	..	83
84	Lon	P.B&B	Cov SHO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302	.....	...	....	Ros	......	..	144	94½	....	......	......	..	84
85	McC	P.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	7x3¼x¼	C	127 11/16	78 1/16	40½	38x2½	50x3	N	85
86	McC	P.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	8x3¼x7/32	C	156 11/16	94 1/16	40½	38x2½	54x3	N	86
87	McC	P.B-L	Own	U	4	...2	Cle	Own	F	H	6.14	77.8	Own	L4IH	344	TX	Ros	7x3¼x¼	C	86⅛	59 1/16	40½	38x2½	50x3	N	87
88	McC	P.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	8x3¼x7/32	C	......	......	40½	38x2½	54x3	N	88
89	You	D. Ful	Ful MG U	U	4	No	Spi	Tim 56200 H	BF	R	6.02	39.2	Tim 33020 H	L4IHV	578	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	89
90	Lon	D.Ful	Ful VU	U	5	....	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	90
91	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	BF	R	7.80	49.5	Tim	L4IHV	392	TX	Han	10x3¼x¼	C	144	91	34	42x2½	54x3	½	91
92	Mod	D.Own	Own	U	5	3 Op	Spi	Wis	2F	R	7.16	55.7	Tim	L4IHV	396	CX	Han	10x3¼x¼	C	144	91	34	42x2½	54x3	½	92
93	Fed	Ful	Ful	U	4	Opt	Spi 4	Cla	SF	..	7.1	46.1	Tim	B4IM	...	TX	Ros	9x2¾x7/32	C	113 1/16	80¼	32	40x3	56x3	½	93
94	Mod	B-L	B-L	U	4	A3	Spi	Tim	WF	R	7.8	47.5	Tim	B4IM	...	TX	Ros	9x	C	136¼	79½	32	40x3	56x3	½	94
95	Fed	P.B-L	B-L	U	4	....	Spi	Clark	S	F	7.12	50.1	Clark	B4IMV	...	TX	Ros	9x7/32x	C	142	84½	32	40x3	56x3	½	95
96	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	96
97	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x½	P	Opt	Opt	33	40x2½	60x3	½	97
98	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	56x3	½	98
99	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x½	P	Opt	Opt	33	40x2½	56x3	½	99
100	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 2C	2F	R	7.6	49.7	Own 2DI	OPXM	224	2I	Own	8⅛x3 1/16x5/16	C	146½	91½	34⅛	40½x3	56x3½	½	100
101	.....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 10C	SF	R	5.18	33.9	Own 6D	O4IA	...	CI	Ros	8⅛x3 1/16x5/16	C	156	91¾	34 1/16	42x3	56x3½	..	101
102	.....	P.Own	Own 4B	U	4	No	Spi 4	Own 10C	SF	R	6.33	41.4	Own 11D	OL4HIV	...	CI	Ros	7 11/16x2 11/16x7/32	C	107½	67½	34	41x2½	54x3½	N	102
103	.....	P.Own	Own 4B	U	4	No	Spi 4	Own 10C	SF	R	6.33	41.4	Own 6D	O4IHV	554	CI	Ros	8x3x¼	C	109¾	74¾	34 1/16	42x3	56x3½	..	103
104	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58200H	BF	H	6.83	36.5	Tim 35000H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	..	104
105	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65200H	WF	H	6.75	37.4	Tim 35000H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	..	105
106	Chi	D.B-L	B-L	U	4	No	Blo 4	Tim	SF	O	Opt	Opt	Tim 33000 H	L4IH	577	TX	Ros	6x3½x¼	P	Opt	Opt	34	41x2½	50½x3	½	106
107	Mod	dp. Lon	Ful MGU	U	4	No	Spi 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	578	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	½	107
																						3½ Ton				
108	Per	B-L	B-L 51 5	U	5	No	Spi	Wis 8817B	2F	H	9.51	56.7	Shu 550	W2IM	534	2I	Ros	6x3½x¼	P	70½	54½	34	40x2½	45x3	N	108
109	Per	D.B-L	B-L 51-5	U	5	....	Spi	Tim 65720H	W	R	8.50	62.9	Tim 35000H	L4IH	765	..	Ros	8x3¼x¼	..	221	132	34	40x3	56x3½	..	109
110	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34⅛	41x2¼	53x3	½	110
111	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34⅛	41x2¼	53x3	½	111
112	Own	dp. Lon	Own T	U	4	Opt	Spi	Own C	2F	H	8.57	54.3	Own J	O2IM	516	FD	Ros	7x2½x¼	C	133⅛	74¾	34⅛	41x2½	53x3	½	112
113	Own	dp.Lon	Own T	U	12	A 3	Spi	Own TE	2F	H	7.09	....	Tim 26450	LO41D	602	TD	Ros	9x3x¼	C	175⅛	105	34⅛	42½x3	54⅜x4	½	113
114	Own	dp.Lon	Own T	U	4	Opt	Spi	Own TE	2F	H	7.09	45.0	Tim 35000D	LO41D V	574	FD	Ros	8x3x¼	C	150	86½	34⅛	40x2½	54x3	½	114
115	You	D.B-L	B-L 615	U	5	No	Blo	Tim 65720	WF	R	8.5	55.6	Tim 35000	L4IH	736	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	115
116	You	D.B-L	B-L 60	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Tim 35000	L4IH	736	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	116
117	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.2	52.4	Shu	L4IHV	471	CD	Ros	8⅛x3x7/32	T	142	84	34⅛	40x2½	54x3	½	117

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	3½ Ton—Cont'd																									
1	Clinton.........85-6	4400	190	Op	16975	5975	P 34x7	DP34x7	Bud BUS	6-4x5⅛	386.4	38.4	74-2400	L	G	C	2½	9⅞	4	FP	No	Str	V	Spl	D-R	1
2	ColemanD-40X 3½-5t	....	130	184	21100	9700	B10.50/24	B10.50/24	Bud BA6	6-4⅛x5⅛	411.0	40.8	105-2200	L	G	C	2½	9⅞	4	FP	Bu	Zen	V	D-R	D-R	2
3	Commerce..........80	5250	175	192	......	8200	S 36x6	S 36x12	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	3
4	Concord.......JLX-6	4500	202	222	19400	7000	P 34x7	DP34x7	Bud BA6	6-4⅛x5⅛	411.0	40.8	85-2000	L	G	C	2½	9⅞	4	PC	No	Zen	V	A-L	A-L	4
5	(Z)Corbitt......15B6	....	174	220	17500	5870	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	C	2¾	11 11/16	7	FP	No	Zen	V	D-R	D-R	5
6	(Z)Corbitt......15W6	....	183	224	17500	6160	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	C	2¾	11 11/16	7	FP	No	Zen	V	D-R	D-R	6
7	Duplex............EF	....	130	...	17000	6500	S 36x8	S 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	57-2100	L	G	C	2⅜r	10 1/16	3	PS	No	Zen	V	Eis	A-L	7
8	Federal....U6-3-3½T	3860	165	218	20000	7220	P 34x7	DP34x7	Con 18R	6-4x4½	339.0	38.4	85-2200	H	C	C	2¾	13 1/16	7	PC	KP	Str	M	D-R	D-R	8
9	Fisher-Std.......61-A	....	155	...	16800	5600	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	73-2400	H	C	C	2¾	13 11/16	7	FP	Ha	Zen	V	D-R	D-R	9
10	F.W.D.........CU-6	5120	148	180	17500	7500	P 38x9	P 38x9	Wau SRS	6-4⅛x5⅛	411.	40.8	91-2300	L	G	C	3	13⅞	7	PC	Wa	Zen	M	R-Bo	NE	10
11	Garford............80	5250	175	192	......	8200	S 36x6	S 36x12	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	11
12	(X)Gen. Mot. T-31	1845	141	181	14000	4695	P 32x6	DP32x6	Own 257	6-3 7/16x4⅝	257.5	78.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	12
13	(X)Gen. Mot.....T42	1960	141	181	15000	4905	P 36x6	DP36x6	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	13
14	(X)Gen. Mot......T44	2050	141	181	16000	5005	P 36x6	DP36x6	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	14
15	(X)Gen. Mot....T-45	1990	141	181	16000	5050	P 32x6	DP32x6	Own 257	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	15
16	Gotfredson...RW 76A	....	...	...	21900	7500	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	428.0	45.9	100-2400	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	16
17	Gotfredson...RD 76A	....	...	...	21900	7500	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	428.0	45.9	100-2400	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	17
18	G-P 6-56, 3½-5.......	3325	158	195	15000	7100	B9.00/20	DB9.00/20	Lyc TS	6-3⅞x5	353.0	36.5	97-2750	L	G	C	2¾	10	4	PC	Mo	Str	M	A-L	A-L	18
19	G-P 65-8, 3½-5.......	3485	158	195	15000	7200	B9.00/20	DB9.00/20	Lyc AEC	8-3¾x4¾	420.	45.0	140-3000	L	G	C	2¾	11⅞	5	PC	Mo	Str	M	A-L	A-L	19
20	(V) Hug... C87, 87M	....	...	...	21800	......	P 36x8	DP36x8	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	20
21	Hug.......43-3½-4T	....	160	205	......	......	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	428.4	45.9	102-2400	L	G	B	3	11½	7	PC	No	Zen	M	A-L	A-L	21
22	Indiana......3-4T..195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	22
23	International.......W2	3900	148	200	......	8400	S 36x5	S36x10	HaS 151	4-4¼x5½	312	28.9	59-1800	H	C	A	2¾	8¾	3	PC	HS	Zen	U	R-Bo	D-R	23
24	Kleiber...........210	....	190	192	21000	7100	B 9.00/20	DB9.00/20	Con 20R	6-4⅛x4¾	380.9	40.8	89-2400	H	C	C	2¾	13 1/16	7	CC	No	Str	M	D-R	D-R	24
25	Larrabee..........65	4280	166	204	18400	7200	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13 1/16	7	FP	No	Zen	G	D-R	D-R	25
26	Moreland 2½T,B13,15	2850	184	...	15000	6315	B 8.25/20	DB8.25/20	Her WXC	6-4x4½	339.0	38.4	75-2400	L	G	C	2⅝	13¼	7	PC	....	Zen	M	A-L	A-L	26
27	Netco.............E	4500	140	200	18500	7500	B9.75/20	B 9.75/20	Wau 6SRL	6-4⅜x5⅛	462.	45.9	100-2400	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	27
28	Omort..............35	....	150	150	21000	7600	P 36x8	DP36x8	Her WXC	6-4x4½	339.	38.4	73-2000	L	G	B	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	28
29	Oshkosh.............HC	5350	146	165	18500	8000	B 10.50/20	B 10.50/20	Her YXC	6-4⅜x4¾	428.4	45.9	90-2000	L	G	C	3	15	7	PC	Ha	Zen	M	R-Bo	L-N	29
30	Relay.........60DC	4745	175	192	......	7800	P 38x7	DP40x8	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	30
31	Relay..............80	5330	175	192	......	8600	P 36x6	S 40x12	Bud BA 6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	31
32	Schacht....28H,3½-5	....	146	213	......	5800	B 9.00/20	DB9.00/20	Her WXB	6-3¾x4½	298	33.7	66-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	32
33	Service............80	5250	175	192	......	8200	S 36x6	S 36x12	Bud BA 6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	33
34	Sterling..FW97, FD97	4225	192	222	......	7955	P 36x8	DP36x8	Wau MK	6-4⅛x4¾	381.	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	34
35	SterlingFW97S,FD97S	4490	192	222	......	8200	P 36x8	DP36x8	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	35
36	Sterling........FC100	....	192	222	......	7550	P 36x8	DP36x8	Wau MK	6-4⅛x4¾	381.	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	36
37	Stewart...........19X	3690	165	235	......	7110	S 36x5	S 36x10	Lyc TS	6-3⅞x5	354.0	36.2	90-2750	L	G	C	2¾	10	4	PS	Ha	Str	V	D-R	D-R	37
38	Stewart..........38-6	3990	170	241	......	7600	B9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5⅛	462.0	45.9	100-2000	L	G	C	3	12⅞	7	FP	Ha	Str	M	D-R	D-R	38
39	Stewart..........38-8	3990	170	241	......	7600	B9.00/20	DB9.00/20	Lyc AE	8-3¾x4¾	420.0	44.4	130-2800	L	G	C	2¾	12¾	5	FP	No	Str	M	D-R	D-R	39
40	Studebaker.........99	3795	184	...	......	5400	B 7.50/20	DB 7.50/20	Own	8-3½x4⅜	337.0	39.2	115-3200	L	G	C	⅝	9 11/16	5	PC	No	Str	M	D-R	D-R	40
41	Walter............FM	5500	120	...	17000	7500	B 9.00/20	DB9.00/20	Own 6SRL	6-4⅜x5⅛	462	46.0	100-1800	L	G	C	3	13⅞	7	FP	Own	Zen	P	D-R	D-R	41
42	Ward LaFrance 30B18	....	197	209	18000	......	B 9.00/20	DB9.00/20	Own	8-3⅜x4½	322	36.4	100-2400	L	C	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	42
43	Ward LaFrance 30R18	....	197	209	18000	......	B 9.00/20	DB9.00/20	Wau 6MK	6-4⅛x4¾	381	40.8	83-2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	43
44	Ward-La France30B21	....	...	...	21000	......	B 9.00/22	DB9.00/22	Own	8-3⅜x4½	322	36.4	100-2400	L	C	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	44
45	Ward-La France30R21	....	...	...	......	......	B 9.00/22	DB9.00/22	Wau 6MK	6-4⅛x4¾	381	40.8	83-2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	45
46	White.............55	4650	174	215	21500	8737	S 36x5	DS40x5	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	.....	46
47	White............631	5750	168	215	24000	9000	B9.25/20	DB9.25/20	Own 3AD	6-4x5¼	396	38.4	82-1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	47
48	White....641-3½ Ton	6450	180	214	24000	9700	B9.75/20	DB9.75/20	Own 1AB	6-4⅜x5¾	519	45.9	108-1800	H	C	S	3	15 11/16	7	FP	Own	Zen	E	L-N	L-N	48
49	Wichita...........6-95	4950	173	Op	20000	8103	P 34x7	DP36x8	Wau SRL	6-4⅜x5⅛	462	46.0	97-2000	L	G	C	3	13⅞	7	CC	Wa	Str	M	D-R	D-R	49
50	Witt-Will.........R3B	....	159	...	15500	6800	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13 1/16	7	FP	No	Zen	M	D-R	D-R	50
51	Witt-Will.........R35	4200	159	...	16800	6800	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13 1/16	7	FP	No	Zen	M	D-R	D-R	51
52	Woods.............53B	3995	190	Op	......	6200	B 8.25/20	DB8.25/20	Her WXC 3	6-4¼x4½	383	43.3	84-2200	L	G	S	2⅝	13¼	7	PC	Ha	Str	M	A-L	A-L	52
53	Woods.............53W	4595	190	Op	......	6675	B 9.00/20	DB9.00/20	Her WXC 3	6-4¼x4½	383	43.3	84-2200	L	G	S	2⅝	13¼	7	PC	Ha	Str	M	A-L	A-L	53
	4 Ton																									
54	Acme..............8X	....	192	Op	19000	7300	B9.75/20	DB9.75/20	Con 20R	6-4⅛x4¾	381	40.8	89-2400	H	C	N	2¾	13 1/16	7	PC	Ha	Str	M	A-L	A-L	54
55	Armleder...........41	....	Op	199	16300	6000	P 34x7	DP34x7	Her WXC	6-4x4½	339	38.4	72-2000	L	G	B	2⅝	13¼	7	PC	Ha	Zen	V	A-L	A-L	55
56	Atterbury...........C	4750	186	220	19315	8300	P 36x8	DP36x8	Con 20R	6-4⅛x4¾	381	40.8	82-2400	H	C	B	2¾	12 1/16	7	PC	Ha	Zen	V	D-R	A-L	56
57	Available.........T-45	....	Op	Op	20000	8800	B 9.75/20	DB9.75/20	Wau 6AB	6-4½x5¾	549	48.6	100-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	57
58	Brockway..3-4T..195	....	170	224	19500	8100	P 36x8	DP36x8	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	58
59	Chicago.......1-50-B	....	140	236	18780	7780	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	462	45.9	97-2000	L	G	A	3	13⅞	7	FP	Wa	Str	M	A-L	A-L	59
60	Clinton............90	4800	190	Op	19550	8000	S 36x5	DS36x6	Bud YTU	4-4½x6	381	32.4	50-1400	L	G	C	2⅜r	11½	3	PC	Bu	Zen	V	Spl	D-R	60
61	Clinton...........90M	....	190	Op	21550	8050	S 36x5	DS36x6	Bud YTU	4-4½x6	381	32.4	50-1400	L	G	C		11½	3	PC	Bu	Zen	V	Spl	D-R	61
62	Commerce...........80	5330	175	192	......	8400	S 36x6	S 36x14	Bud BA 6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	62
63	Condor...........GGB	....	190	210	20000	7710	B 8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	427.5	45.9	100-2200	H	C	C	2¾	13 1/16	7	PC	No	Zen	M	A-L	A-L	63
64	(Z)Corbitt..........18	....	178	230	21600	8100	P 36x8	DP36x8	Con 18R	6-4x4½	339.0	38.4	82-2400	H	C	N	2¾	12 1/16	7	FP	No	Zen	M	D-R	D-R	64
65	Day Elder.........200	3295	156	204	20000	7600	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13 1/16	7	FP	Co	Zen	M	D-R	D-R	65
66	Diamond T.........603	3300	169	230	20000	7500	B 9.00/20	DB 9.00/20	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	14	7	PC	Ha	Zen	M	A-L	A-L	66
67	Diamond T.........606	3600	177	244	19000	7500	B9.00/20	DB9.00/20	Her RXB	6-4½x4¾	453.0	48.6	110-2200	L	G	C	3	12½	7	PC	Ha	Zen	M	L-N	L-N	67
68	Diamond T.750-4, 5 T	4650	178	238	24000	9000	B 9.75/22	DB 9.75/22	Her RXC	6-4⅝x5¼	529	51.3	124-2200	L	G	C	3	12½	7	PC	Ha	Zen	M	A-L	A-L	68
69	Fageol............370	4350	182	200	......	8080	B9.00x20	DB 9.00x20	Wau SRL	6-4⅜x5⅛	462.0	45.9	98-2000	L	G	A	3	13⅞	7	PC	No	Zen	V	D-R	D-R	69
70	Fisher-Std........80-A	....	146	...	21600	6900	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	81-2400	H	C	C	2¾	13 1/16	7	FP	Ha	Zen	V	D-R	D-R	70
71	Fisher-Std........85-A	....	146	...	21600	7900	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	102-2400	H	C	C	2¾	13 1/16	7	FP	Ha	Zen	V	D-R	D-R	71
72	FWD..............SSU	5220	148	Op	18600	7600	P 38x9	P 38x9	Wau SRL	6-4⅜x5⅛	462.0	45.9	102-2400	L	G	C	3	13⅞	7	PC	Wa	Zen	V	R-Bo	NE	72
73	Garford............80	5330	175	192	......	8400	S 36x6	S 36x14	Bud BA 6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	73
74	(X)Gen. Mot....T-31	1845	141	181	14000	4695	P 32x6	DP32x6	Own 257	6-3 7/16x4⅝	257.5	78.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	74
75	(X)Gen. Mot.....T42	1975	141	181	15000	4910	P 34x7	DP34x7	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	75
76	(X)Gen. Mot.....T44	2065	141	181	16000	5095	P 34x7	DP34x7	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	76
77	(X)Gen. Mot....T-45	2095	141	181	16000	5235	B 8.25/20	DB8.25/20	Own 257	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	77
78	(X)Gen. Mot.....T51	2565	155	200	19000	5955	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8 11/16	4	PC	Ha	Mar	M	D-R	D-R	78
79	(X)Gen. Mot.....T55	2690	155	200	19000	6095	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8 11/16	4	PC	Ha	Mar	M	D-R	D-R	79
80	Gotfredson...RW 84A	....	160	180	......	8400	P 347	DS40x7	Bud YBUI	4-4½x6	.....	32.4	....	L	..	..	.....	.....	..	PC	Pe	Str	M	R-Bo	D-R	80
81	Gramm.............GY	....	190	210	18000	7700	B 8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	428.4	45.9	100-2200	H	C	C	2¾	13 1/16	7	PC	No	Zen	M	A-L	A-L	81
82	Gramm..............G	....	160	235	24000	7950	B 9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	427	45.9	100-2200	H	C	C	2¾	13 1/16	7	PC	....	Zen	M	A-L	A-L	82
83	G-P 75-6, 4-6........	4220	154	191	19000	7400	B9.75/20	DB9.75/20	Wau SRL	6-4⅜x5⅛	462.	45.9	100-2400	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	83
84	G-P 75-8 4-6........	4185	174	Op	19000	7500	B9.75/20	DB9.75/20	Lyc AEC	8-3¾x4¾	420	45.0	135-3000	L	G	C	2¾	11⅞	5	PC	Mo	Str	M	A-L	A-L	84
85	Hahn & Selden....47D	....	151	184	19500	7800	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	85
86	Hendrickson.......U-6	4900	Op	Op	24000	8200	P 40x8	DP40x8	Bud BA-6	6-4⅛x5⅛	411.0	40.8	73-2000	L	G	C	2½	9⅞	4	FP	Bu	Zen	M	A-L	A-L	86
87	Indiana....3-4T..195	....	170	224	19500	8100	P 36x8	DP36x8	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	87
88	Kenworth..........185	4750	183	211	......	7300	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	15	7	PC	Ha	Zen	M	D-R	D-R	88
89	Kenworth..........205	5850	172	223	......	7700	P 36x8	DP36x8	Bud GL6	6-4½x6	572.5	48.6	114-1900	L	G	C	3	10 1/16	4	PC	Bu	Zen	M	D-R	D-R	89
90	Kenworth..........220	5200	194	221	......	8400	P 36x8	DP36x8	Her YXC2	6-4½x4¾	453.0	48.6	98-2200	L	G	C	3	15	7	PC	Ha	Zen	M	D-R	D-R	90
91	Kleiber............225	....	202	...	22500	7500	B9.25/20	DB9.75/20	Con 21R	6-4⅜x4¾	427.5	45.9	102-2400	H	C	C	2¾	13 1/16	7	FP	No	Str	M	D-R	D-R	91
92	LaFrance-RepublicH-2	....	174	198	16000	6350	P 34x7	DP34x7	Lyc TS	6-3⅞x5	354	36.2	86-2300	L	G	C	2¾	10	4	FP	Ha	Zen	M	A-L	A-L	92
93	Lange.............F16	5500	148	188	23000	8600	P 40x8	DP40x8	Her YXC	6-4⅜x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	93
94	Larrabee...........75	5200	167	205	20800	7850	B 9.75/20	DB9.75/20	Con 20R	6-4⅛x4¾	380.8	40.8	89-2400	H	C	C	2¾	13 1/16	7	FP	No	Zen	G	D-R	D-R	94
95	LeMoon.........HB30	3950	169	199	20000	6400	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	462	45.9	98-2000	L	G	C	3	13⅞	4	PC	Wa	Str	G	A-L	A-L	95
96	Maccar.........66100	4600	177	220	18500	7500	P 36x8	DP36x8	Bud BA6	6-4⅛x5⅛	411	40.8	90-2400	L	G	C	2½	9⅞	4	PC	Bu	Str	V	D-R	D-R	96
97	Maccar............66A	5500	170	206	21000	8200	B 9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	479.0	51.3	102-2000	L	G	C	3	15	7	FP	Pe	Zen	V	D-R	D-R	97
98	Mack...............BC	5250	154	190	......	......	P 36x8	DP36x8	Own BC	6-4x5½	414.7	38.4	103-2600	L	G	C	3	12 1/16	7	FP	Ha	Str	V	N-E	N-E	98
99	Noble............166C	4500	180	207	19870	8670	P 34x7	DP34x7	Con 20R	6-4⅛x4¾	381	40.8	88-2400	H	G	N	2¾	13 11/16	7	FP	Co	Str	V	A-L	A-L	99
100	Oshkosh..........HXC	5675	146	165	19700	8200	B10.50/20	B10.50/20	Her RXB	6-4½x5¼	501.0	48.6	106-2000	L	G	C	3	15	7	PC	Ha	Str	M	N-E	L-N	100
101	Pierce-Arrow.......PX	....	160	200	24000	9400	B10.50/20	DB10.50/20	Own	6-4⅝x4¾	479.0	51.3	104-2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	101
102	Relay..............80	5380	175	192	......	8800	P 38x7	S 40x14	Bud BA 6	6-4⅛x5⅛	411	40.8	83-2100	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	102
103	Reo..............HJK	....	170	190	20000	6280	B8.25/20	DB9.00/20	Own	6-4⅛x4¾	381.0	40.8	101-2600	L	G	B	3	12⅞	7	FP	No	Sch	M	D-R	D-R	103
104	Schacht...28HA,& 5½	....	146	213	......	5850	B 9.75/20	DB9.75/20	Her WXC	6-4x4½	339.0	38.4	73-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	104
105	Schacht....30H,& 5½	....	146	227	......	6900	B 9.00/20	DB9.00/20	Her WXC	6-4x4½	339.0	38.4	73-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	105
106	Service............80	5330	175	192	......	8400	S 36x6	S 36x14	Bud BA 6	6-4⅛x5⅛	411	40.8	83-2100	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	106
107	Sterling..FW97, FD97	4225	192	222	......	7955	P 36x8	DP36x8	Wau MK	6-4⅛x4¾	381	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	107
108	SterlingFW97S,FD97S	4490	192	222	......	8200	P 36x8	DP36x8	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	108
109	SterlingFW115,FD115	4805	192	222	......	8555	P 40x8	DP40x8	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	109
110	Sterling.........FC107	5200	192	222	......	8050	P 36x8	DP36x8	Wau SRL	6-4⅜x5⅛	462	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	110
111	Sterling.........FC120	5350	192	222	......	8550	P 40x8	DP40x8	Wau MK	6-4⅛x4¾	381	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	111
112	Ward La France .35R	....	Op	Op	23000	......	B9.75/20	DB9.75/20	Wau SRL	6-4⅜x5⅛	462	45.9	97-2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	112
113	Ward-La France..35B	....	Op	Op	23000	......	B 9.75/20	DB9.75/20	Lyc	8-3¾x4¾	420	45.	130-2800	L	G	C	2¾	12¾	5	FP	No	Zen	..	D-R	D-R	113
114	White.....642-4 Ton	6750	180	214	28000	10600	B9.75/24	DB9.75/24	Own 1AB	6-4⅜x5¾	519	45.9	108-1800	H	C	S	3	15 11/16	7	FP	Own	Zen	E	L-N	L-N	114
115	Witt-Will..........R4	4440	159	...	21600	8000	P9.75/20	DP9.75/20	Con 20R	6-4⅛x4¾	381	40.8	88-2200	H	C	N	2¾	13 1/16	7	FP	No	Zen	E	D-R	D-R	115
116	Witt-Will.........R4X	4600	159	...	21600	8000	P9.75/20	DP9.75/20	Con 21R	6-4⅜x4¾	427	45.9	100-2600	H	C	N	2¾	13 1/16	7	FP	No	Zen	E	D-R	D-R	116

3½ Ton—Cont'd

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
1	Per	B-L	B-L 55	A	4	No	Blo 4	Tim65706 HP	WF	R	7.75	73.6	Tim 15302	T2IH	...	RI	Ros	8x3¼x¼	T	......	......	33¼	43½x3	51½x3	N	1
2	R-T	D Ful	Ful R U16	U	8	A 2	Spi	Wis	2F	H	8.33	159	Wis	W2/4IM	...	TD	Ros	12x2½x1⅛	C	144	89	30	48x3	48x3	C	2
3	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	......			Ros	......		144	94½					3
4	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	6.1	32.6	Tim 15300	T2IMV	520	TD	Ros	7x3x½	C	Opt	Opt	32¼	38½x2½	50½x3	½	4
5	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 58200	BF	H	Opt	Opt	Tim 33000H	L4IH	660	TX	Ros	7x3½x¼	T	144	88	34	40x2½	54x3	½	5
6	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 65200	WF	H	Opt	Opt	Tim 33000H	L4IH	660	TX	Ros	7x3½x¼	T	144	97	34	40x2½	54x3	½	6
7	Lon	D.B-L	B-L	U	8	A 2	Pet	Own	I	R	8.00	86.0	Own	OP4M	...	TX	Woh	6x3 3/16x¼	I	......	......	39 3/16	44x3	44x3	N	7
8	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim65706 HP	w/2	R	6.8	64.6	Own	L4IHV	767	RI	Ros	7½x3½x¼	C	119	81 3/16	34	42x2½	54x3	½	8
9	Lon	B-L	B-L 51	A	4	No	Spi 4	Tim 58200H	FF	R	6.16	32.9	Tim 33000H	L4IH	660	CD	Ros	6⅛x2½x3/16	C	144	79	32	43x2½	54x3	½	9
10	Per	O. H-S	Own	A	5	Op	Blo	Own U	BF	H	8.9	88.6	Own U	O4XM	252	2I	Ros	7x3x11/32	C	132	93	36	42¾x2½	52¾x2½	N	10
11	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	......			Ros	......	..	144	94½					11
12	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6 3/16x3x3/16	P	107	59	34 3/16	38x2½	50x3	½	12
13	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6 3/16x3x3/16	P	107	59	34 3/16	38x2½	50x3	½	13
14	Lon	D.Own	Own	U	4	No	Spi	Own	2½	R	8.05	40.9	Own	B4IM	524	TX	Jac	6 3/16x3x3/16	P	107	59	34 3/16	38x2½	50x3	½	14
15	Lon	D-Own	Own	U	4	No	Spi	Own	2F	R	8.05	50.7	Own	B4IM	524	TX	Jac	6 3/16x3x3/16	P	107	59	34 3/16	38x2½	50x3	½	15
16	McC	D.B-L	B-L 55-7	A	7	No	Spi	Tim 65720H	F	R	8.5	80.7	Tim 35000H	L4IH.	768	FD	Ros	8x3½x3/16	C	......	......	32⅛	40x2½	54x3	½	16
17	McC	D.B-L	B-L 55-7	A	7	No	Spi	Tim 75720H	F	R	8.1	77.4	Tim 35000H	L4IH	768	FD	Ros	8x3½x3/16	C	......	......	32⅛	40x2½	54x3	½	17
18	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 58200H	SF	R	7.80	56.0	Tim 33000H	L4IH	...	CD	Ros	10x3½x5/32	T	......	......	.....	40..3	58x3½	½	18
19	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 58200H	SF	R	6.82	48.0	Tim 33000H	L4IH	...	CD	Ros	10x3½x5/32	T				40x3	58x3½	½	19
20	You	D.B-L	B-L 55-7	A	7	No	Blo 3	Wis 1237Q	2F	H	8.64	82.1	Shu 610	W2IM	420	TD	Ros	7x3⅝x¼	I	96⅞	64½	34⅛	41⅞x2½	54⅞x3	¼	20
21	You	..B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237H	2I	H	.....	.....	Shu 632 3	L4IH	...	CD	Ros	8x3x¼	T	......	......		41⅞x2½	54⅞x3	..	21
22	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.2	52.4	Shu	L4IHV	471	CD	Ros	8⅛x3x3/16	T	142	84	34⅛	40x2½	54x3	½	22
23	Own	P.Own	Own	U	5	No	Own	Own 1200	2F	H	9.95	83.9	Own 400	BE4IM	710	2I	Own	7x3x¼	T	106½	73¼	34	41⅛x3	56x3½	¼	23
24	Own	D.B-L	B-L 55	A	7	No	Spi	EatDR2412H	....	R	7.25	77.0	Tim 33020H	L4IHV	676	FD	Ros	7½x3x¼	T	170	Opt	34	38x2½	52x3	¼	24
25	Per	D.B-L	B-L 51	U	4	No	Spi	Ti' 65200D	WF	H	7½	40.0	Tim 15733H	L4IH	650	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	54x3	½	25
26	Lon	P.B-L	B-L 314	U	4	....	Pet 3	Tim 56200 H	SF	R	6.17	40.7	Tim 33020 H	L4IH	578	....	Ros	9 3/16x3½x3/16	..	156	101	34	40x2½	54x3	½	26
27	Mod	D.B-L	B L 55	N	4	No	Pet 2	Tim 65704	WF	R	7.25	Opt	Tim 15733	2M	520	DI	Ros	9x3x¼	C	132	96	34	40x3	50x3	½	27
28	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 1567H	2F	R	9.11	74.7	Shu 5532	L4IH	...	TD	Ros	6x3½x½	I	108	74	31	40x2½	54x3	½	28
29	Mod	D.B-L	B-L 60	A	7	No	Blo 3	Own	2F	H	8.94	84.9	Own	Own	142	2I	Han	7x2½x½	..	113¼	83⅞	34	2½x44	50x3	½	29
30	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.8	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	..	156	97½	34	42x2½	54x3	..	30
31	Lon	P.B&B	Cov SHO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302	......			Ros	......		144	94½					31
32	You	P.B&B	Ful ML U	U	4	No	Spi	Tim 54200 H	BF	H	6.02	38.5	Tim 12703 H	L4IHV	452	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	32
33	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	......			Ros	......		144	94½					33
34	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7.75	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	34
35	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7.75	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	35
36	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	61.2	Tim	O2IMV	576	FX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	36
37	Fed	D.Ful	Ful	U	12	A	Spi 3	Tim	WF	R	7.25	127	Sal	B4IM	...	TX	Ros	9x2¾x¼	C	136¼	79½	32	40x3	56x3	½	37
38	Fed	B-L	B-L	U	4	A3	Spi	Tim	DF	..	7.3	147	Eat	B4IMV	...	TX	Ros	9x	C	142	84½	32	40x3	56x3	½	38
39	Fed	B-L	B-L	U	4	A3	Spi	Tim	DF	..	7.3	147	Eat	B4IMV	...	TX	Ros	9x3/16	C	142	84½	32	40x3	56x3	½	39
40	Lon	D.Lon	Ful	U	4	No	Spi	Eat	S½	H	5.11	24.6	Eat	B4IMV	505	TD	Ros	8 3/16x3x3/16	..	143⅝	91⅝	41⅛	38x2½	56⅜x3	N	40
41	Own	Own	Own	U	5	No	Own	Own	2D	H	6.00	60.0	Own	O4FXM	450	FM	Ros	12x2¾x¼	P	126	84	34	48x4	48x4	½	41
42	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	12x3½x5/32		Opt	Opt	33	40x2½	60x3	½	42
43	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	12x3½x5/32		Opt	Opt	33	40x2½	60x3	½	43
44	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	12x3½x5/32		Opt	Opt	33	40x2½	60x3	½	44
45	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	12x3½x5/32	..	Opt	Opt	33	40x2½	60x3	½	45
46	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 55	2F	R	10.1	66.1	Own 55	OPXM	224	2I	Own	8x	I	167⅝	107⅛	42½	44x3	51⅞x5	N	46
47	.....	P.Own	Own	U	4	No	Spi 4	Own 2C	FD	R	8.70	56.9	Own	O4IHV	...	CI	Ros	8x3x¼	C	109¾	74¾	34 3/16	42x3	56x3½	..	47
48	.....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 2C	FD	R	7.16	46.9	Own 9D	O4IA	...	CI	Ros	8⅛x3 3/16x3/16	C	156	91¾	34 3/16	42x3	56x3½	..	48
49	You	D.Ful	Ful MHOG	A	8	U-2	Spi 4	Own 50R	WF	H	6.05	73.6	Shu 610	O2IMV	320	TD	Ros	7x2¼x¼	P	143¾	91¾	30	40x2½	56x3	½	49
50	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58200H	BF	H	6.83	36.5	Tim 35000H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	50
51	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65720H	WF	H	6.75	38.8	Tim 35000H	L4IHV	768	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	51
52	Chi	D.B-L	B-L 51	U	5	Opt	Blo 4	Tim 58200 H	SF	R	Opt	Opt	Tim 35000 H	L4IH	660	FD	Ros	7x3½x¼	P	Opt	Opt	34	41x2½	50½x3	½	52
53	Chi	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720 H	2F	R	Opt	Opt	Tim 35000 H	L4IH	768	FD	Ros	7x3½x¼	P	Opt	Opt	34	41½x2½	53x3	½	53

4 Ton

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
54	Per	..B-L	B-L 60-4	A	4	....	Spi	Tim 65720H	WF	R	7.75	41.5	Tim 35000	L4ID	768	TD	Ros	7x3½x¼	P	168	105½	34	40x2½	54x3	½	54
55	Own	D.Ful	Ful MG U	U	4	No	Spi	Tim 58000	2F	H	.....	.....	Shu 5572	L4IHV	...	CD	Ros	7x3x¼	C	Opt	Opt	31½	40x2½	62⅝x3	..	55
56	You	D.B-L	B-L	U	4	No	Spi	Tim 65706D	WF	H	7.25	38.8	Tim 15302	T2IMV	500	RI	Ros	8x3¼x¼	C	169½	103½	34	41½x3	54x3½	¼	56
57	You	D.B-L	B-L 70-7	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Tim 26450	L4IHV	673	TD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	57
58	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.2	52.4	Shu	L4IHV	471	CD	Ros	8⅛x3x3/16	T	142	84	34⅛	40x2½	54x3	½	58
59	Chi	D.B-L	B-L 60 Max	A	7	No	Spi 4	Tim65720H	WF	R	7.75	73.6	Tim 26450	L2IH	495	TD	Ros	6x3½x11/32	C	Opt	Opt	34	44½x2½	54⅜x3	..	59
60	Own	D.B-L	B-L 55	A	4	No	Blo 4	Tim 66600	WF	R	8.75	46.8	Tim 16302	T2IM	235	2I	Ros	8x3¾x¼	T	Opt	Opt	38	43¼x3	53¼x3½	N	60
61	Own	D.B-L	B-L 55 Max	A	7	No	Blo 4	Tim 66600	WF	R	8.75	83.1	Tim 16302	T2IM	235	2I	Ros	8x3¾x¼	T	Opt	Opt	38	43¼x3	53¼x3½	N	61
62	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	......			Ros	......		144	94½					62
63	Per	D.Ful	Ful MG 14	U	4	No	Blo 3	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM	...	FD	Ros	8¾x3¼x¼	C	176 3/16	119 3/16	41½	44x2½	60x3	½	63
64	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65706H	WF	H	Opt	Opt	Tim 35000H	L4IHV	768	TD	Ros	9x3½x¼	P	132	92	34	40x2½	54x3	½	64
65	Per	D.B-L	B-L 55	U	4	No	Spi 3	Tim 65720H	WF	R	7.75	43.5	Tim 35000H	L4IHV	768	TD	Ros	9x3½x¼	P	132	80¼	34	42x2½	56x3	½	65
66	G&O	D.Cov	Cov	U	4	No	SpP 4	Wis 1237H	2F	H	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	120	79½	34	45¼x2½	56x3	½	66
67	G&O	D.Cov	Cov	U	4	No	Spi 4	Wis 1237H	2F	H	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	138	88	34	45¼x2½	56x3	½	67
68	G&O	D.Cov	Cov	A	5	No	SpP 4	Wis 1627 KW	2F	R	Opt	Opt	Shu 678	Ws4I	552	TD	Ros	7¼x3¼x3/16	P	138	89¼	34	46x3	56x3½	½	68
69	Per	P.B-L	B-L 554&60	U	12	A3	Spi 4	Tim 65706	WF	R	5.19	127	Tim 15302	T2IMV	510	TX	Ros	7¼x3¼x3/16	C	172 3/16	101⅝	33½	41x3	56x3½	N	69
70	Lon	B-L	B-L 55	U	7	No	Spi 4	Tim 66720W	FF	R	7.75	73.6	Tim 35100Tw	W4IA	768	CD	Ros	7¼x2½x3/16	C	126	69	32	43x2½	54x3	½	70
71	Lon	B-L	B-L 55	U	7	No	Spi 4	Tim 66720W	FF	R	8.2	77.9	Tim 35100Tw	W4IA	768	CD	Ros	7¼x2½x3/16	C	126	69	32	43x2½	54x3	½	71
72	Per	O.H-S	Own	A	5	Op	Blo	Own	BF	H	8.9	88.6	Own	O4XM	252	2I	Ros	7x3x11/32	C	132	93	36	42¾x2½	52¾x2½	½	72
73	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim66700DP	WF	..	10.3	98.2	Tim 16302	......			Ros	......		144	94½					73
74	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6 3/16x3x3/16	P	107	59	34 3/16	38x2½	50x3	½	74
75	Lon	D.Own	Own	U	4	No	Spi	Own	2½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6 3/16x3x3/16	P	107	59	34 3/16	38x2½	50x3	½	75
76	Lon	D.Own	Own	U	4	No	Spi	Own	2½	R	8.05	40.9	Own	B4IM	524	TX	Jac	6 3/16x3x3/16	P	107	59	34 3/16	38x2½	50x3	½	76
77	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	50.7	Own	B4IM	524	TX	Jac	6 3/16x3x3/16	P	107	59	34 3/16	38x2½	50x3	½	77
78	Lon	D.Own	Own	U	4	No	Spi	Own	SF	R	6.57	40.6	Own	B4IM	574	TX	Jac	9x3½x¼	P	125	70	34 3/16	40x3	50x3	½	78
79	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	49.8	Own	B4IM	574	TX	Jac	9x3½x¼	P	125	70	34 3/16	40x3	50x3	½	79
80	McC	D B-L	B-L 60 Max	A	7	No	Spi	T' 66704DHP	WF	..	10.3	98.1	Tim 16710H	......			Ros	......								80
81	Per	D.Jon	Cov Rus	A	4	No	Blo	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM	736	FD	Ros	8¾x3¼x¼	C	176 3/16	119 3/16	41½	44x2½	60x3	½	81
82	Per	D.B-L	B-L	U	4	....	Blo	Wis 1237	2F	H	6.8	49.0	Tim	L4IHV	660	FD	Ros	12x2½x¼	P	98	67	34	42x2½	52x3	..	82
83	Own	D.Ful	Ful VUOG	U	5	No	M.M.7	Wis 1137H	DF	R	7.75	65	Tim 35100H	L4IH	...	CD	Ros	11x3½x5/32	T	......	......	.....	40x3	58x3½	½	83
84	Own	D.Ful	Ful VUOG	U	5	No	M.M.7	Wis 1137H	DF	R	7.25	51.2	Tim 35100H	L4IH	...	CD	Ros	11x3½x5/32	T	......	......	.....	40x3	58x3½	½	84
85	Chi	D.B-L	B-L 51	U	5	No	Blo	Wis 1237H	2F	R	.....	.....	Tim 15733 H	L4IHV	...	TD	Ros	7x3½x¼	P	110	......	34	40x2½	56x3	½	85
86	Chi	D.B-L	B-L 60-7	A	7	No	Spi	Tim 66700	WF	R	Opt	Opt	Tim 16302	L4IHV	...	FX	Ros	8x3x3/16	P	Opt	Opt	36	43x3	53x3½	N	86
87	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.2	52.4	Shu	L4IHV.	471	CD	Ros	8⅛x3x3/16	T	142	84	34⅛	40x2½	54x3	½	87
88	Per	D.B-L	B-L 554	U	7	A 3	Spi 4	Tim 65720	WF	H	7.75	93.5	Tim 35100	L4IHV	545	TD	Ros	9x3x¼	T	150	100¼	33¼	42x2½	56x3	½	88
89	Per	D.B-L	B-L 714	U	8	A 3	Spi 4	Tim 65720	WF	H	6.8	62.0	Tim 26450 H	L4IH	508	TD	Ros	8x3x3/16	T	132	85⅝	33¼	42x2½	56x3	½	89
90	Per	D.B-L	B-L 554	U	8	A3	Spi 4	Ti' 66720	WF	..	7.8	74.0	Tim 35100H	T4IHV	649	FD	Ros	9x3x¼	..	162	111	33¼	42x2½	56x3½	½	90
91	Fed	D.B-L	B-L 55&60	A	12	A	Spi	Eat 2412H	2	H	Opt	Opt	Tim 35120H	L4IHV	870	TD	Ros	7x3½	P	......	......	34	44x2½	52x3	¼	91
92	Per	D.Ful	Ful MGU	U	4	No	Spi 3	Wis 69317	2F	R	6.41	41.6	Tim 33020H	L4IHV	658	FD	Han	8x3x¼	C	137¼	90	32	39x2½	60x3	½	92
93	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1552B	2F	R	10.0	95.5	Tim 16300	W2IM	802	TD	Ros	8x3x3/16	P	154½	99½	37	44x3	56x4	½	93
94	Per	D.B-L	B-L 55	A	7	No	Spi	Tim65720DH	W-F	H	8½	80.8	Tim 16702H	L4IH	675	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	56x3	½	94
95	Chi	D.B-L	B-L 51-4	U	4	No	Spi 3	Tim 65706HP	WF	R	6.0	32.1	Tim 35000H	L4IHV	770	PI	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	95
96	Own	D.B-L	B-L 55	A	4	A 7	Spi 3	Tim 65702D	WF	R	8.5	45.4	Tim 15302	2MV	510	TX	Ros	7x3½x¼	C	151 3/16	95 3/16	33	42x3	56x3	½	96
97	Per	B-L	B-L 60	A	7	No	Spi 4	Tim 65720W	WF	R	6.80	64.6	Tim 26450W	Ws4IA	618	TD	Ros	10x3½x¼	P	115	80	33	42x3	58½x3	½	97
98	Own	P.Own	Own BC	U	4	No	Spi 4	Own BC	2F	H	6.69	39.1	Own BC	O4IV	610	FD	Own	8⅛x3x3/16	T	120	73	33¼	43½x3	56 3/16x3½	..	98
99	Chi	D.Ful	Ful G	A	4	Op	Blo	Tim 65720H	WF	R	7.23	34.8	Tim 15733H	L4IH	768	RI	Ros	8x3x¼	C	134	103½	34	46x3	54x3	N	99
100	Mod	D.B-L	B-L 60-7	A	7	No	Blo 4	Own	2F	H	9.6	91.2	Own	Own	168	2I	Han	7x2½x½	..	113¼	83⅞	34	44x2½	50x3	½	100
101	Lon	P. Lon	Cov	A	4	No	Cle	Tin	....	R	7.37	40.0	Tim	W4IA	610	TD	Han	9⅛x2½x3/16	C	132⅞	78⅜	34	41x3	56x3½	½	101
102	Lon	P.B&B	Cov SHO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim16302	......			Ros	......	..	144	94½					102
103	McC	dp-Lon	Own	U	4	....	Cle575	Cla	SF	H	6.43	42.4	Own	L4IHV	390	FD	Ros	10x3x¼	C	143	83	34	44x3	56x3½	..	103
104	You	D.Ful	Ful MG U	..	4	No	Spi	Tim 58200 H	BF	R	6.83	43.8	Tim 33020 H	L4IHV	658	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	104
105	You	D.Ful	Ful MG U	..	4	No	Spi	Wis 8837AL	2F	R	7.14	46.4	Tim 33020 H	L4IHV	658	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	105
106	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim66700DP	WF	..	10.3	98.2	Tim 16302	......			Ros	......	..	144	94½					106
107	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7¾	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	107
108	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w 2	R	7¾	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	108
109	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	8.20	54.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	109
110	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	8.2	54.6	Tim	O2IMV	576	FX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	110
111	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	111
112	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	WF	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	14x3½x5/32		Opt	Opt	33	40x2½	62x3½	½	112
113	Mod	P.B-L	B-L	A	4	Opt	Opt	Tim	WF	R	Opt	Opt	Tim	T21MV	...	TD	Ros	14x3½x5/32	..	Opt	Opt	33	44x3	62x3½	½	113
114	.....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 13C	FD	R	10.1	66.5	Own 9D	O4IA	...	CI	Ros	8⅛x3 3/16x3/16	C	156	91¾	34 3/16	42x3	52x5	N	114
115	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65720H	WF	R	7.25	38.8	Tim 35000H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	115
116	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65720H	WF	R	6.8	38.8	Tim 35000H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	116

Line Number	Make, Model and Capacity	General: Chassis Price	General: Standard W.B.	General: Max. W.B. Furnished	General: Gross Vehicle Wt. (See Key Note)	General: Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: Piston Displacement	Engine: N.A.C.C. Rated H.P.	Engine: Max. Brake H.P. at Specified R.P.M.	Engine: Valve Arrangement	Engine: Camshaft Drive	Engine: Piston Material	Engine: Dia. Main Bearings	Engine: Length Main Bearings	Engine: No. Main Bearings	Engine: Oiling System	Engine: Governor Make	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Ignition System Make	Electrical System: Generator, Starter Make	Line Number
	4 Ton—Cont'd																									
1	Woods............75	4960	190	Op	......	7200	B 9.75/20	DB9.75/20	Her YXC 3	6–4⅝x4¾	479	51.2	104–2200	L	G	C	3	15	7	PC	Ha	Str	M	R-Bo	A-L	1
2	World........DA-115	3595	168	182	17500	6100	P 36x8	DP36x8	Lyc HD	8–3¼x4½	298.6	33.8	115–3300	L	C	C	2⅜	10	5	PC	Ha	Zen	M	A-L	A-L	2
	4½ Ton																									
3	Gotf'dson RD,RW96A	....	...	...	24000	8500	B9.75/20	DB9.75/20	Buda K479	6–4⅝x4¾	479.0	51.2	100–2000	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	3
4	Larrabee 85..........	5500	168	206	23650	8800	B9.75/20	DB9.75/20	Con 21R	6–4⅜x4¾	424.4	45.9	97–2400	H	C	C	2¾	13 1/16	7	FP	No	Zen	G	D-R	D-R	4
5	Moreland...4T,B16,18	3025	184	...	18000	6695	B 9.00/20	DB9.00/20	Her WXC	6–4x4½	339.0	38.4	75–2400	L	G	C	2⅝	13¼	7	PC	....	Zen	M	A-L	A-L	5
6	Moreland...4T,E16,18	3300	184	...	18000	6960	B 9.00/20	DB9.00/20	Her WXC3	6–4¼x4½	383.0	43.3	92–2400	L	G	C	2⅝	13¼	7	PC	....	Zen	M	A-L	A-L	6
7	Schacht...30HA,& 5½	....	146	227	......	6950	B 9.75/20	DB9.75/20	Her WXC	6–4x4½	339.0	38.4	73–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	7
8	Schacht....35H,& 5½	....	146	227	......	7700	B 9.00/20	DB9.00/20	Her WXC2	6–4⅛x4½	360.8	40.3	80–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	8
9	Ward La France .45D	....	Op	Op	24000	8600	P 36x8	DP36x8	Wau SRL	6–4⅜x5⅛	462	45.9	97–2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	9
	5 Ton																									
10	Acme.......10X Spec	....	192	Op	23500	9400	B10.50/20	DB10.50/20	Con 21R	6–4⅜x4¾	428.4	45.9	100–2200	H	C	N	2¾	13 1/16	7	PC	Ha	Str	M	A-L	A-L	10
11	Acme..............10X	....	194	Op	23500	9600	B10.50/20	DB10.50/20	Con 15H	6–4½x5¾	548.6	48.6	105–2000	L	G	A	3	13 11/16	7	PC	Pe	Str	M	A-L	A-L	11
12	Am. LaF. Big... Ch.16	6725	226	242	24000	10000	P 40x8	DP40x8	Own	6–4½x6	572.5	48.6	115–1600	L	G	C	3	10½	4	FP	On	Zen	V	D-R	D-R	12
13	Armleder..........61	....	Op	199	19420	6700	P 36x8	DP36x8	Her WXC2	6–4⅛x4½	360	40.8	80–2200	L	G	B	2⅝	13¼	7	PC	Ha	Zen	V	A-L	a-L	13
14	Atterbury........100	....	223	237	28000	9100	B10.50/20	DB10.50/20	Con 21R	6–4⅜x4¾	428.4	45.9	101–2400	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	14
15	Autocar 3½ & 5T...C	5500	172	186	28000	9705	P 42x9	DP42x9	Own	6–4½x4¾	453	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	15
16	Autocar.........TFA	6100	192	242	28000	9430	P 38x9	DP38x9	Own	6–4½x4¾	453	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	16
17	Available.........T-50	....	Op	Op	22000	9300	B 9.75/20	DB9.75/20	Wau 6RB	6–5x5¾	677.4	60.0	125–1900	L	G	C	3½	11⅜	4	CC	Wa	Str	M	D-R	D-R	17
18	Brockway...4-5T–220	....	170	224	22000	8400	P 40x8	DP40x8	Con	6–4⅜x4¾	427.5	45.9	100–2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	18
19	Clinton...........120L	5500	204	Op	27050	9550	S 36x6	DS40x7	Bud BTU	4–5x6½	510.5	40.0	61–1400	L	G	C	2⅝r	12 11/16	3	PC	Bu	Zen	V	Spl	A-Bo	19
20	Clinton........120LM	....	204	Op	27150	9650	S 36x6	DS40x7	Bud BTU	4–5x6½	510.5	40.0	61–1400	L	G	C	2⅝r	12 11/16	3	FP	Bu	Zen	V	Spl	A-Bo	20
21	Coleman. X-100 5-6 T.	....	144	184	24300	11200	P 42x9	P 42x9	Bud BA6	6–4⅛x5⅛	411	40.8	105–2200	L	G	C	2½	9⅞	4	FP	Bu	Zen	V	D-R	D-R	21
22	Coleman X-100F 5-7½	....	144	184	29800	11300	B 10.50/24	B 10.50/24	Bud GF-6	6–4¾x6	638	54.1	126–1850	L	G	C	3	10 1/16	4	FP	Bu	Str	V	D-R	D-R	22
23	Commerce.........100	58[illegible]0	175	192	......	9600	S 36x6	S 40x14	Bud BA6	6–4⅛x5⅛	411	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	23
24	Condor..........CHB	....	210	236	24000	10100	B 9.00/20	DB9.00/20	Con 16H	6–4¾x5¾	611.4	54.1	127–2300	L	G	A	3	13 11/16	7	PC	Pe	Zen	M	A-L	A-L	24
25	Condor..........CGW	....	157	240	28000	9500	B 9.00/20	DB9.00/20	Con 21R	6–4⅜x4¾	428	45.9	100–2200	H	C	C	2¾	13 1/16	7	PC	No	Zen	M	A-L	A-L	25
26	(Z)Corbitt...........24	....	195	[illegible]30	24800	9200	P 38x9	DP38x9	Con 20R	6–4⅛x4¾	381	40.8	88½–2400	H	C	C	2¾	13 11/16	7	FP	No	Zen	V	D-R	D-R	26
27	Day Elder 240	4295	162	202	24000	9500	P 38x9	DP38x9	Con 21R	6–4⅜x4¾	427.5	45.9	100–2600	H	C	N	2¾	13 1/16	7	FP	Co	Zen	V	D-R	D-R	27
28	Diamond T........750	4650	178	238	24000	9000	B 9.75/22	DB9.75/22	Her RXC	6–4⅝x5¼	529.0	51.3	124–2200	L	G	C	3	12½	7	PC	Ha	Zen	M	A-L	A-L	28
29	Douglas.............F4	5500	185	Op	26000	9200	S 36x6	S 40x12	Bud BBU	4–5x6½	510.5	40.0	61–1400	L	G	C	2⅝	12 11/16	3	PC	Bu	Zen	E	L-N	L-N	29
30	Douglas.............F6	6300	196	Op	26000	9200	B 9.75/38	DB9.75/38	Bud GL6	6–4½x6	572.5	48.6	114–1900	L	G	C	3	10 1/16	4	PC	Bu	Zen	E	L-N	L-N	30
31	Duplex....M 5-7 Ton	7600	Op	...	28000	10000	P 34x7	DS36x7	Bud GL6	6–4½x6	572.5	48.6	105–2200	L	G	C	3	10 1/16	4	FP	....	Str	V	A-L	A-L	31
32	Federal. 4C6A 4-5 T.	4735	192	231	24000	8330	P 36x8	DP 36x8	Con 20R	6–4⅛x4¾	381	40.8	90–2200	H	C	C	2¾	13 1/16	7	PC	Co	Zen	M	D-R	D-R	32
33	Federal. 4C6AB 4-5 T.	4960	192	231	24000	8850	P 36x8	DP36x8	Con 20R	6–4⅛x4¾	381	40.8	90–2200	H	C	C	2¾	13 1/16	7	PC	Co	Zen	M	D-R	D-R	33
34	Fisher-Std.......100A	....	168	...	21600	8300	P 36x8	DP36x8	Con 21R	6–4⅜x4¾	427.5	45.9	102–2400	H	C	C	2¾	13 1/16	7	FP	Ha	Zen	V	D-R	D-R	34
35	Fisher-Standard..105A	....	168	...	25000	8400	P 38x9	DP38x9	Con 21R	6–4⅜x4¾	427.5	45.9	102–2400	H	C	C	2¾	13 1/16	7	FP	Ha	Zen	V	D-R	D-R	35
36	F.W.D.............M5	7600	165	195	24800	11800	B 12.75/20	B 12.75/20	WauSRL	6–4⅜x5⅛	462	45.9	102–2400	L	G	C	3	13⅞	7	PC	Wa	Zen	M	N-E	N-E	36
37	Garford...........100	5830	175	192	......	9600	S 36x6	S 40x14	Bud BA6	6–4⅛x5⅛	411	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	37
38	(X)Gen. Mot.....T51	2565	155	200	19000	5955	P 34x7	DP34x7	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	C	2½	8 21/32	4	PC	Ha	Mar	M	D-R	D-R	38
39	(X) Gen. Mot....T55	2690	155	200	19000	6095	P 34x7	DP34x7	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	C	2½	8 21/32	4	FC	Ha	Mar	M	D-R	D-R	39
40	(X) Gen. Mot.....T60	3160	154	200	22000	7060	P 36x6	DP36x8	Buick	6–3¾x5	331.4	33.7	94–2500	H	G	C	2½	8 21/32	4	PC	Ha	Mar	M	D-R	D-R	40
41	(X)Gen. Mot.....T61	3445	154	200	22000	6965	B 9.00/20	DB9.00/20	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	A	2½	8 21/32	4	PC	Ha	Str	M	D-R	D-R	41
42	(X) Gen. Mot.....T82	3935	155	201	24000	7750	P 36x8	DP36x8	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	A	2½	8 21/32	4	PC	Ha	Str	M	D-R	D-R	42
43	(X)Gen. Mot.....T-83	3990	155	201	24000	7670	B9.00/20	DB9.00/20	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	A	2½	8	4	PC	Ha	Str	M	D-R	D-R	43
44	Gotfredson...RW-86A	....	Op	...	......	......	P 38x9	DP38x9	Her YXC3	6–4⅝x4¾	478.8	51.2	105–....	L	G	C	3	....	7	FP	Pe	Str	M	D-R	D-R	44
45	Gramm GW.. 5-	....	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6–4⅜x4¾	428.0	45.9	100–2200	H	C	C	2¾	13 1/16	7	PC	No	Zen	M	A-L	A-L	45
46	Gramm.....HY, 5-	....	210	236	22000	10100	B 9.00/20	DB9.00/20	Con 16H	6–4¾x5¾	611.4	54.1	127–2300	L	G	A	3	13 11/16	7	PC	Pe	Zen	M	A-L	A-L	46
47	Hahn & Selden....67	....	151	184	23500	8700	P 36x8	DP36x8	Con 21R	6–4⅜x4¾	27.5	45 9	100–2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	47
48	Hug..........C97, 97	....	133	213	26000	11000	P 38x9	DP38x9	Bud BA6	6–4⅛x5⅛	411	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	M	R.Bo	D-R	48
49	Indiana......4-5T-220	....	170	224	22000	8400	P 40x8	DP40x8	Con	6–4⅜x4¾	427.5	45.9	100–2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	49
50	International.....W-3	4850	160	235	......	10125	S 36x6°	S 40x12°	Ha S152	4–4¾x5½	390.0	36.1	69–1800	H	G	A	3	8⅜	3	PC	HS	Zen	V	R-BO	.....	50
51	Kenworth.........240	5450	170	221	......	8400	P 36x8	DP36x8	Her YXC3	6–4⅝x4¾	478	51.2	103–2200	L	G	C	3	15	7	PC	Ha	Zen	V	D-R	D-R	51
52	Kleiber...........260	....	206	...	26000	9000	B9.75/20	DB9.75/20	Bud GF6	6–4¾x6	638.0	54.1	126–1850	L	C	C	3	13 1/16	7	FP	No	Str	N	D-R	D-R	52
53	LaFra.-Republic...M2	....	174	198	20000	7500	P 36x8	DP36x8	Wau 6SRL	6–4⅜x5⅛	462.0	46.0	97–2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	53
54	Lange..............T	5775	148	188	26000	9200	P 40x8	DP40x8	Her YXC2	6–4½x4¾	453	48.6	99–2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	54
55	Maccar.............86	5000	177	209	22900	8200	S 36x6	DS36x6	Bud BA6	6–4⅛x5⅛	411.0	40.8	75–2200	L	G	C	2½	9⅞	4	PC	Pe	Str	V	R.Bo	D-R	55
56	Maccar...........86A	5950	170	216	25000	9500	B 10.50/20	B10.50/20	Her YXC3	6–4⅝x4¾	479.8	51.3	102–2000	L	G	C	3	15	7	FP	Pe	Str	V	D-R	D-R	56
57	Mack BJ.............	6150	169	240	......	......	P 36x8	DP36x8	Own BK	6–4½x5½	525.2	48.6	126–2200	L	G	S	3½	10½	4	PS	On	Str	V	R-Bo	N-E	57
58	Mack AK.............	5150	162	228	......	......	S 36x5	DS36x5	Own AC	4–5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	58
59	Mack AK.............	5250	162	228	......	......	S 36x5	DS36x5	Own AC	4–5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	59
60	Mack AK.............	6450	174	240	......	......	B 10.50/22	DB10.50/22	Own BK	6–4½x5½	525.5	48.6	126–2200	L	G	S	3½	10½	4	PS	Own	Str	V	R-Bo	R-Bo	60
61	Mack AC.............	4950	156	240	......	......	S 36x5	DS40x5	Own AC	4–5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	G	R-Bo	.....	61
62	Moreland.......EX-7	4325	182	...	19000	6500	B 9.00/20	DB9.00/20	Her WXC2	6–4⅛x4½	360.8	40.8	78–....	L	G	C	2⅝	....	7	PC	No	Zen	M	A-L	A-L	62
63	Netco...............J	5300	140	200	33200	9500	B 40x8	B 40x8	Wau SRK	6–4⅝x5⅛	517	48.6	110–2400	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	63
64	Oshkosh.........FHX	6145	146	165	22000	8500	B10.50/20	B10.50/20	Her RXC	6–4⅝x5¼	529.0	51.2	112–2000	L	G	C	3	15	7	PC	Ha	Str	M	RBo	L-N	64
65	Pierce-Arrow.......PY	....	160	200	28000	10700	B10.50/24	DB10.50/20	Own	6–4⅝x4¾	479.	51.3	104–2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	65
66	Relay.........100AC	6615	230	...	......	10000	B 9.00/24	DB9.00/24	Con 21R	6–4⅜x4¾	428.4	45.9	100–2200	L	C	C	2¾	12 11/16	7	PC	No	Str	V	A-L	A-L	66
67	Schacht...35HA,& 5½	....	146	227	......	7850	B 9.75/20	DB9.75/20	Her WXC2	6–4⅛x4½	360.8	40.3	80–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	67
68	Schacht....40H,& 5½	....	154	235	......	8000	B 9.75/20	DB9.75/20	Her YXC	6–4⅜x4¾	428.4	45.9	93–2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	68
69	Service...........100	5830	175	192	......	9600	S 36x6	S 40x14	Bud BA6	6–4⅛x5⅛	411	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	69
70	Sterling FW115, FD115	4805	192	222	......	8555	P 40x8	DP40x8	Wau SRL	6–4⅜x5⅛	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	70
71	Sterling FW140, FD140	6070	192	222	......	10050	P 40x8	DP42x9	Wau SRL	6–4⅜x5⅛	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	71
72	Sterling.........FC120	5350	192	222	......	8550	P 40x8	DP40x8	Wau MK	6–4⅛x4¾	381.	40.8	85–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	72
73	Sterling.........FC135	5825	192	222	......	8755	P 40x8	DP40x8	Wau SRL	6–4⅜x5⅛	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	73
74	Stewart...........31X	4990	165	235	......	9340	S 36x6	DS36x6	Wau 6SRK	6–4⅝x5⅛	516	51.2	105–2000	L	G	C	3	12⅞	7	PS	....	Str	V	D-R	D-R	74
75	Walter..........FKD	6300	118	Op	21000	8100	B 9.00/24	DB9.00/24	Own 6	6–4⅜x5⅛	462.0	46.0	100–1800	L	G	C	3	13⅞	7	PC	On	Str	V	R-Bo	D-R	75
76	Ward-La France..45R	....	Op	Op	25000	......	B 9.75/22	DB9.75/22	Wau SRL	6–4⅜x5⅛	462	45.9	97–2000	L	G	C	3	11⅞	7	FP	Wa	Str	P	D-R	D-R	76
77	Ward-La France..45B	....	Op	Op	25000	......	B 9.75/22	DB9.75/22	Lyc	8–3¾x4¾	420	45.	130–2800	L	G	C	2¾	12¾	5	FP	No	Zen	P	D-R	D-R	77
78	White..............52	5100	174	215	28000	9409	S 36x6	S 40x12	Own GRB	4–4¼x5¾	326.3	28.9	54–1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	.....	78
79	White..............55	4650	174	215	21500	8737	S 36x6°	DS40x5	Own GRB	4–4¼x5¾	326.3	28.9	54–1800	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	.....	79
80	White.....643-5 Ton	6950	180	214	32000	10900	B10.50/24	DB10.50/24	Own 1AB	6–4⅜x5¾	519	45.9	108–1800	H	C	S	3	15 11/16	7	FP	Own	Zen	E	L-N	L-N	80
81	Witt-Will..........R5	5300	159	...	24000	9000	B10.50/20	DB10.50/20	Con 20R	6–4⅛x4¾	381	40.8	88–2400	H	C	N	2¾	13 1/16	7	FP	No	Zen	M	D-R	D-R	81
82	Woods..............90	5560	190	Op	......	8100	B 9.75/22	DB9.75/22	Her YXC 4	6–4⅝x5¼	529	51.2	124–2200	L	G	C	....	15	7	PC	Ha	Str	M	R-Bo	A-L	82
83	World.........DB-115	3895	165	191	20000	6550	P 36x8	DP36x8	Lyc HD	8–3¼x4½	298.6	33.8	115–3300	L	C	C	2⅜	10	5	PC	Ha	Zen	M	A-L	A-L	83
	5½ Ton and More																									
84	A.C.F............T-160	....	186	222	23600	9850	B9.75/22	B9.75/22	Ha S-160	6–4¼x5½	468	43.3	120–2200	H	C	A	2¾	10⅜	4	CC	Ha	Zen	V	D-R	D-R	84
85	A.C.F...........T-175B	....	186	222	24300	10400	B10.50/22	B10.50/22	Ha 175	6–5x6	707	60	175–2200	H	C	A	3¼	14⅞	7	CC	Ha	Zen	M	D-R	D-R	85
86	A.C.F...........T-175A	....	186	240	28300	11250	B10.50/24	B10.50/24	Ha S-175	6–5x6	707	60	175–2200	H	C	A	3¼	14⅞	7	CC	Ha	Zen	M	D-R	D-R	86
87	Am.-LaF. Big Ch. 16R	6725	226	Op	30000	10000	P 40x8	DP40x8	Own	6–4½x6	425.2	48.6	50–1200	L	G	C	2⅜	9 1/16	3	FP	Bu	Zen	V	D-R	D-R	87
88	Autocar............CE	6000	172	203	30000	10400	S 36x7	DS40x8	Own	6–4½x4¾	453	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	88
89	Autocar...F 7½ Ton	6800	173	214	32000	11100	S 36x7°	DS40x8°	Own	6–4½x4¾	453	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	89
90	Brockway 5½-7½ T250	....	182	224	25000	10000	P 40x8	DP40x8	Con	6–4⅜x4¾	427.5	45.9	100–2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	90
91	Brockway 7½-10T-290	....	182	212	30000	10750	P 38x7	S 40x14	Con	6–4¾x5¾	611.4	54.2	116–1800	L	C	C	3	13 11/16	7	FP	Pe	Str	E	L-N	L-N	91
92	Clinton..120SM-7 Ton	5600	172	Op	27000	9500	S 36x6	S 40x14	Bud BTU	4–5x6½	510.5	40.0	61–1400	L	G	C	2⅝r	12 11/16	3	PC	Bu	Zen	V	Spl	D-R	92
93	Coleman F-200 7½ Ton	....	144	148	32000	13750	B10.50/24	DB10.5/24	Sterling	6–5¼x6	779.3	66.1	177–2200	L	G	A	3	13½	7	FP	St	Sch	P	N-E	N-E	93
94	Commerce......100 ZB	5830	175	...	......	9600	S 36x6	S 40x14	Bud BA6	6–4⅛x5⅛	411	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	94
95	(Z)Corbitt 5-7½ T..33	....	195	230	33200	10000	P 44x10	DP44x10	Con 21R	6–4⅜x4¾	427.5	45.9	112–2400	H	C	C	2¾	13 11/16	7	FP	No	Zen	V	D-R	D-R	95
96	Federal...X8 7½ Ton	5085	162	186	30000	9750	S 36x6	S 40x14	Con B7	4–5x6	471	40.0	61–1350	L	G	C	2⅝	10 11/16	3	FP	Pc	Zen	V	A-Bo	D-R	96
97	Federal. X8R 7½ Ton	5810	162	186	20000	10000	P 40x8	DP40x8	Con 21R	6–4⅜x4¾	427.5	45.9	100–2200	I	C	C	2¾	13 11/16	7	PC	Co	Zen	M	D-R	D-R	97
98	F.W.D. M7 .7½ Ton	8700	165	Op	31750	13000	P 40x10	DP40x10	Wau RB	6–5x5¾	677.	60.	125–2000	L	G	C	3½	11⅜	4	PC	Wa	Zen	M	N E	N-E	98
99	Garford..........100ZB	5830	175	...	......	9600	S 36x6	S 40x14	Bud BA6	6–4⅛x5⅛	411	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	99
100	(X)Gen. Mot.....T51	2625	155	200	19000	6250	B 9.00/20	DB9.00/20	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	C	2½	8 21/32	4	PC	Ha	Mar	M	D-R	D-R	100
101	(X)Gen. Mot.....T55	2750	155	200	19000	6390	B 9.00/20	DB9.00/20	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	C	2½	8 21/32	4	PC	Ha	Mar	M	D-R	D-R	101
102	(X)Gen.Mot.T60 5-6½	3230	154	200	22000	7065	B 9.00/20	DB9.75/20	Buick	6–3¾x5	331.4	33.7	94–2500	H	G	C	2½	8 21/32	4	PC	Ha	Mar	M	D-R	D-R	102
103	(X)Gen.Mot.T615-6½	3445	154	200	22000	6965	B 9.00/20	DB9.00/20	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	A	2½	8 21/32	4	PC	Ha	Str	M	D-R	D-R	103
104	(X)Gen.Mot.T82..5-7	3970	155	201	24000	7735	B 9.75/20	DB9.75/20	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	A	2½	8 21/32	4	PC	Ha	Str	M	D-R	D-R	104
105	(X)Gen.Mot. T-83, 5-7	4070	155	201	24000	7755	P 36x8	DP36x8	Own 331	6–¾x5	331.4	33.7	94–2500	H	G	A	2½	8 21/32	4	PC	Ha	Str	M	D-R	D-R	105
106	(X)Gen. Mot. T85 6-8	5600	171	204	30000	10630	B 9.75/20	DB9.75/20	Own 468	6–4¼x5½	468	43.3	115–2100	H	G	A	2¾	14 21/32	7	FP	Ha	Str	M	D-R	D-R	106
107	Gotfredson...RW104A	....	169	193	......	12000	S 36x6	DS40x8	Bud BBU	4–5x6½	.....	40.0	....	L	..	..	.....	.....	..	PC	Pe	Zen	V	R-Bo	D-R	107
108	Gotfredson...RW106A	....	173	196	......	12400	S 36x6	DS40x8	Own	6–4⅝x4¾	.....	48.6	....	L	..	..	.....	.....	..	PC	Pe	Str	M	R-Bo	D-R	108
109	G-P........85-6, 5-7	5875	169	Op	24000	9200	B10.50/20	DB10.50/20	Wau 6AB	6–4½x5¾	549	48.6	100–2000	L	G	C	3½	11⅜	4	PC	Wa	Str	M	A-L	A-L	109
110	G-P........85-8, 5-7	....	169	Op	24000	9100	B10.50/20	DB10.50/2	Lyc AED	8–3¾x4½	420	45.0	140–3000	L	G	C	2¾	11⅞	5	PC	Mo	Str	M	A-L	A-L	110
111	G-P........95-6, 7-10	6670	159	196	33000	10400	B10.50/24	DB10.50/2	Wau 6RB	6–5x5¾	677.0	60.0	125–2000	L	G	A	3½	11¾	4	PC	Wa	Str	M	A-L	A-L	111
112	Hahn & Selden.77 5-7	....	...	...	27800	......	....	....	....	....	611.4	...	127–2300	..	C	A	3	....	..	...	...	...	..	...	...	112
113	Indiana..5½-7½T 250	....	182	224	25000	10000	P 40x8	DP40x8	Con	6–4⅜x4¾	427.5	45.9	100–2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	113

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
4 Ton Cont'd																										
1	Chi	D.B-L	B-L 615	U	5	No	Blo 5	Tim 75720 H	2F	R	Opt	Opt	Tim 35000 H	L4IH	768	FD	Ros	7x3½x3/16	P	Opt	Opt	34	41½x2½	53x3	½	1
2	Mod	DP.Lon	Ful MGU	U	4	No	Spi 3	Tim 58200H	SF	R	7.8	50.7	Shu 5572	L4IHV	660	TD	Ros	8x3x¼	T	Opt	Opt	33½	42x3	56x3	½	2
4½ Ton																										
3	McC	D.B-L	B-L 60-7	A	7	No	Spi	Tim 66720dh	W/2	R	9.5	90.2	Tim 26450H	L4IH	...	FD	Ros	8x3½x3/16	C	.....	.....	32⅛	40x2½	54x4	½	3
4	Per	D.B-L	B-L 55	A	7	No	Spi	Tim66702DH	W-F	H	9.0	85.8	Tim 16702H	L4IH	...	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	56x3½	½	4
5	Lon	P.B-L	B-L 314	U	4	....	Pet 3	Tim 58200 H	SF	R	6.13	40.5	Tim 33020 H	L4IH	659	....	Ros	9 3/16x3½x3/16	..	156	101	34	40x2½	54x3	½	5
6	Lon	P.B-L	B-L 51-4	U	4	....	Pet 3	Tim 58200 H	SF	R	6.13	32.9	Tim 33020 H	L4IH	659	....	Ros	9 3/16x3½x3/16	..	156	99⅝	34	41½x2½	54x3	½	6
7	You	D.Ful	Ful MG U	U	4	No	......	Wis 8837AL	2F	R	7.14	46.4	Tim 33020 H	L4IHV	658	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	7
8	You	D.Ful	Ful MG U	U	4	No	......	Own	2F	R	8.00	52.0	Shu 5572	L4IHV	893	TD	Ros	8⅛x3x3/16	P	Opt	Opt	31½	40x2½	50x3	½	8
9	Own	P.B-L	B-L 615	A	4	Opt	Spi	Tim	WF	R	Opt	Opt	Shu 615	T2IMV	...	TX	Ros	7x3½x3/32	C	Opt.	Opt.	33	40x2½	56x3½	½	9
5 Ton																										
10	Per	B-L	B-L 60-7	A	7	....	Spi	Tim66720DH	WF	R	9.0	85.5	Tim 26050H	L4ID	876	TD	Ros	9x3¼x¼	P	168	108¼	34	44x3	54x3½	½	10
11	Per	B-L	B-L 60-7	A	7	....	Spi	Tim 66720W	WF	R	9	85.5	Tim26050TW	T4IA	921	TD	Ros	9x3¼x¼	P	168	105¼	34	44x3	54x3½	½	11
12	Own	P.B-L	Own	A	4	No	Own	Own 16R	2F	R	6.13	33.0	Own 16R	O4IA	...	TX	Own	9⅞x2½x¼	T	Opt	Opt	33	44x3	56x3	¼	12
13	Own	D.Ful	Ful MGU	U	4	No	Spi	Tim 65706H	WF	H	8.5	55.2	Shu 5572	L4IHV	793	C	Ros	8x3x¼	C	Opt	Opt	31½	40x2½	62⅝x3	..	13
14	Per	D.B-L	B-L 55-7	A	7	....	Spi	Tim66720DH	W	R	9.0	85.5	Tim 26450H	L4IH	864	....	Ros	9x3¼x¼	..	221	133	34	40x3	56x4	..	14
15	Own	dp.Lon	Own B	A	4	Op	Spi	Own C	2F	H	8.57	52.5	Own CL	O2IM	502	TD	Ros	9x3x¼	C	158⅞	88½	34⅛	42½x3	54⅜x4	½	15
16	Own	dp.Lon	Own T	U	12	A3	Spi	Own TF	2F	H	7.20	103	Tim 26450	LO4ID	602	TD	Ros	9x3x¼	C	175⅛	105	34⅛	42½x3	54⅜x4	½	16
17	You	D.B-L	B-L 70	A	7	No	Blo	Tim 66720W	WF	R	9½	90.0	Tim 26450W	Ws4IA	880	TD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	17
18	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8⅛x3x3/16	T	142	84	34⅛	40x2½	54x3	½	18
19	Own	D.B-L	B-L 60	A	4	No	Blo	T' 68702DHP	WF	R	8.80	47.1	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	Opt	38	43½x3	55½x4	N	19
20	Own	D.B-L	B-L 60 Max	A	7	No	Blo	T' 68702DHP	WF	R	8.80	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	Opt	38	43½x3	55½x4	N	20
21	R-T	D.Ful	Ful R U16	U	8	A 2	Spi	Wis 122	2F	H	8.54	140	Wis 122F	W2/4IM	...	TD	Ros	14x2⅝x1¼	C	168	105	30	48x3½	52x3½	C	21
22	Per	D.Ful	Ful H U 16	U	8	A 2	Spi	Wis 122	2F	H	8.54	175	Wis 122F	W2/4IM	...	TD	Ros	14x2⅝x1¼	C	168	105	30	48x3½	52x3½	C	22
23	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	L4IH	568	FX	Ros	....	..	144	94½	....	....	....	..	23
24	Per	D.Ful	Ful HU 16	U	4	No	Blo	Wi' 12527KW	2F	H	4.00	25.2	Tim 1660	4IA	...	FD	Ros	8¾x3¼x¼	C	198⅛	141⅛	41⅛	44x3	60x4	½	24
25	Per	D.Jon	Cov Rus	U	4	No	Blo	Wis 1627K	2F	H	6.3	41.	Tim 27450	4IA	864	FD	Ros	7½x3x¼	C	128⅛	73⅞	36	46x3	58x3½	½	25
26	Per	D.B-L	B-L 60	A	7	No	Spi 4	Tim66704DH	W/2	H	Opt	Opt	Tim 26450H	T4IHV	695	2I	Ros	8x2½x¼	T	162	109	34	46x3	60x3½	½	26
27	Per	D.B-L	B-L 60	A	4	No	Blo	Tim 66720H	WF	R	9.50	50.8	Tim 36020H	L4IHV	520	TD	Ros	10x3¾x3/16	C	132	78	37	48x3	60x3½	½	27
28	G&O	D.Cov	Cov	A	5	No	Sp 4	Wis 1627KW	2F	R	Opt	Opt	Shu 678	Ws4I	552	TD	Ros	7½x3½x3/16	P	138	89¼	34	46x3	56x3½	½	28
29	Own	D.Ful	Ful HU18	U	4	Opt	Blo 5	Wis 1458	2F	R	9.12	57	Shu 615	W2IMV	503	CX	Ros	10x2⅝x3/16	T	216	130	36	45x3	54x4	½	29
30	Own	D.Ful	Ful HU18	U	4	Opt	Blo 5	Wis 1567	2F	R	10.3	64.4	Shu 650	W2IM	538	CX	Ros	10x2⅝x3/16	T	156	108	36	48x3	54x4	½	30
31	Mod	D.B-L	B-L 70	..	7	No	Cle	Tim 68700	WF	R	Opt	Opt	Shu	T2IA	...	....	Ros	9⅛x3½x11/32	C	.....	.....	38⅛	42x3	56x4	N	31
32	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Ti' 66704 HP	w/2	R	7.6	72.2	Own	L4IHV	894	RI	Ros	7 3/16x3½x3/32	C	180	107 11/16	34	42x2½	54x3	½	32
33	Lon	P.B&B	B-L 60	A	7	No	P-S 4	T' 66704WP	w/2	R	7.6	72.2	Own	T4IA	921	RI	Ros	7 3/16x3½x3/32	P	180	107 11/16	34	42x2½	54x3	½	33
34	Lon	B-L	B-L 60	A	7	No	Spi 5	Tim 66720W	FF	R	8.2	77.9	Tim 35100T	W4IA	768	CD	Ros	8x2½x3/16	C	144	94	38	46x3	54x4	½	34
35	Lon	B-L	B-L 60	A	7	No	Spi 5	Tim 68720Tw	FF	R	8.75	83.1	Tim 27450T	W4IA	820	CD	Ros	8x2½x3/16	C	144	94	38	46x3	54x4	½	35
36	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	10.0	207.2	Wis	B4IMV	528	T4	Ros	8x3 11/32	C	153½	110½	34	48x3½	52x4	N	36
37	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	L4IH	568	FX	Ros	....	..	144	94½	....	....	....	..	37
38	Lon	D.Own	Own	U	4	No	Spi	Own	SF	R	6.57	40.6	Own	B4IM	574	TX	Jac	9x3½x9/32	P	125	70	34 1/16	40x3	50x3	½	38
39	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	50.8	Own	B4IM	574	TX	Jac	9½x3x9/32	P	125	70	34 1/16	40x3	50x3	½	39
40	Lon	D.Own	Own	U	4	No	Spi	Own	WF	R	8.50	52.5	Own	B4IM	685	TX	Jac	9x3½x9/32	P	125	69¼	34 1/16	40x3	54x3	½	40
41	Lon	D.Own	Own	U	4	No	Spi	Own	WF	R	8.50	52.5	Own	B4IMV	685	TX	Jac	9x3½x9/32	P	125	69¼	34 1/16	40x3	54x3	½	41
42	Lon	D.Own	Own	U	12	A	Pet	Own	WF	R	10.2	143	Own	B4IM	793	TD	Jac	9x3½x9/32	P	125	70	34 1/16	40x3	54x3	½	42
43	Lon	D.Own	Own	U	12	A	Spi	Own	WF	R	10.2	143	Own	B4IMV	865	TX	Jac	9x3½x9/32	P	125	70	34 1/16	40x3	54x3	½	43
44	Lon	D.B-L	B-L	A	7	....	Spi	T' 66704DHP	WF	R	Opt	Opt	Tim 16710H	T4IA	...	RI	Ros	7x2¾x¼	C	.....	.....	.....	40x2½	54x4	½	44
45	Per	D.B-L	B-L	U	4	No	Blo	Wis 1627	2F	H	6.3	41.0	Tim	4IA	864	FD	Ros	7½x3x¼	C	128⅛	73⅞	36	46x3	58x3½	½	45
46	Per	D.Fu!	Ful H U 16	U	4	No	Blo	Wi' 12527KW	2F	H	4.00	25.2	Tim	4IA	864	FD	Ros	8¾x3¼x¼	C	198⅛	141⅛	41⅛	44x3	60x4	⅛	46
47	Chi	D.B-L	B-L 55	A	7	A	Blo	Wis 1517H	2F	R	....	....	Tim 16710 H	4IHV	...	TD	Ros	7x3½x¼	P	110	.....	34	40x2½	56x3½	½	47
48	You	D.B-L	B-L 555	A	7	No	Blo 4	Wis 1627KW	2F	H	10.2	97.4	Shu 678	W4IA	471	CD	Ros	8x4x11/32	I	112	80	34⅝	41⅞x3	54⅞x3½	¼	48
49	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8⅛x3x3/16	T	142	84	34⅛	40x2½	54x3	½	49
50	Own	P.Own	Own	U	5	No	Own	Own 1300	2F	H	7.85	70.5	Own 500	BE4IM	794	2I	Own	8x3x¼	T	120	81⅞	34	44x3	58x4	¼	50
51	Per	D.B-L	B-L 55&60	U	8	A 3	Spi 6	Tim 66720	WF	H	7.6	91.5	Tim 26450	L4IHV	770	TD	Ros	9x3x¼	T	126	86½	33¼	42x2½	56x3½	½	51
52	Own	D.B-L	B-L 714	A	12	A3	Spi	Eat 65041W	2	R	8.5	91.0	Tim 26450	Ws	...	FD	Ros	8x3½x3/16		.....	130	38	44x2½	52x3	½	52
53	Per	D.Ful	Ful V UOG	U	5	No	Spi 3	Wis 1237-H	2F	R	7.2	51.0	Tim 35020 H	L4IHV	768	FD	Han	8x3x¼	C	133	85¾	32 1/16	39x2½	60x3½	½	53
54	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1700	2F	R	10.0	96.0	Tim 16300	W2IM	802	TD	Ros	8x3x3/16	P	154½	99½	37	44x3	56x4	½	54
55	Bus	D.B-L	B-L 55	A	4	No	Spi	Tim 66702D	WF	R	9.66	51.7	Tim 16302	T2IM	510	FD	Ros	7x3½x¼	C	148	92½	33	42x3	56x3	½	55
56	Per	B-L	B-L 60	A	7	No	Spi 4	Tim66720W	WF	R	7.8	74.1	Tim26450TW	Ws4IA	623	FD	Ros	9x3x¼	T	115	80	33	42x3	58½x3	½	56
57	Own	P.Own	Own A-L	A	4	No	Spi 5	Own AK	2F	H	4.25	22.4	Own AK	O4IV	567	FD	Own	8⅛x2 3/16x3/16	T	144	80	33⅜	48x3½	56 3/16x3½	½	57
58	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	5.99	38.5	Own AC	O4IV	492	JX	Own	8⅛x2¾x¼	C	132	93 3/16	37¼	48x3½	52x4	½	58
59	Own	P.Own	Own A-K	A	4	No	Spi 3	Own AK	2F	H	5.14	41.1	Own AK	O4IV	492	FX	Own	8⅛x2¾x¼	C	132	93 3/16	37¼	48x3½	56x4	½	59
60	Own	P.Own	Own AC	A	4	No	Spi	Own AK	2F	H	6.27	40.2	Own AK	O4IV	492	FD	Han	8⅛x2¾x¼	C	132	.....	37⅛	48 3/16x3½	56⅛x4	½	60
61	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x¼	C	132	92	37⅛	46x3⅛	52x4	½	61
62	Lon	P.B-L	B-L 51	U	12	A 4	Det	Tim 65706 H	WF	R	7.75	85.4	Tim 16710 H	L4IHV	429	TI	Ros	9 3/16x3⅛x5	C	156	99	34	39⅝x2½	54x3	½	62
63	Mod	D.B-L.	B-L 615	U	5	No	Pet 4	Tim 68700	WF	R	8	9.25	Tim 17300	2M	615	ID	Ros	9x3x¼	C	132	96	34	40x3	50x4	½	63
64	Mod	D.B-L	B-L 70-7	A	7	No	Blo 5	Own	2F	R	9.8	90.2	Own	Own	170	2I	Han	7x2½x⅝	C	113¼	83⅞	34	44x2½	50x3	½	64
65	Lon	P.Lon	Cov	A	4	No	Cle	Own	WF	A	10	53	Tim	W4IA	70	TD	Han	9⅛x2½x¼	C	132⅝	78⅝	34	41x3	56x4	½	65
66	Lon	D.Ful	Ful VU	A	4	No	Blo	Own	2R	..	7.88	58.5	Tim 1660W	4IA	447	FX	Han	8⅛x3 3/16x¼	P	216	148	34	42x3	60x4	½	66
67	You	D.Ful	Ful MG U	U	4	No	Spi	Own	2F	R	8.00	52.0	Shu 5572	L4IHV	893	TD	Ros	8⅛x3x3/16	P	Opt	Opt	31½	40x2½	50x3	½	67
68	You	D.Ful	Ful V UOG	U	5	No	Spi	Own	2F	R	7.07	49.7	Shu 5572	L4IHV	893	TD	Ros	8⅛x3x3/16	P	Opt	Opt	31½	40x2½	50x3	½	68
69	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	L4IH	568	FX	Ros	....	..	144	94½	.....	....	....	..	69
70	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	8.20	54.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	70
71	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	10	66.6	Tim	Ws4IA	690	CX	Ross	15x3¼x¼	C	172	108	34	48x3	60x4	½	71
72	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	72
73	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	15x3¼x¼	C	172	108	34	98x3	54x3	½	73
74	Mod	D.Ful	Ful	A	8	3 Op	Spi	Tim	WF	R	10.5	15.1	Sal	B4IMV	...	FX	Ros	9 3/16x2¾x3/16	C	136¾	79½	33	40x3	56x4	½	74
75	Own	Own	Own	U	5	No	Own	Own	2D	H	8.50	85.0	Own	O4FXM	600	FX	Ros	11x3x¼	C	108	78	36	52x4	52x4	½	75
76	Mod	P.B-L	Own	A	5	No	Spi	Tim	WF	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	14x3½x3/16	P	Opt	Opt	32	44x3	62x3½	½	76
77	Mod	P.B-L	Own	A	5	No	Spi	Tim	WF	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	14x3½x3/16	P	Opt	Opt	33	44x3	62x3½	½	77
78	Own	P.Own	OwnGRBA	U	4	A1	Spi 3	Own 52	2F	R	11.7	58.4	Own 52	OPXM	224	2I	Own	8x	I	166¼	105⅝	42½	44x3	51⅞x5	N	78
79	Own	P.Own	Own 4B	U	4	Op	Spi 3	Own 55	2F	R	10.1	66.1	Own 55	OPM	224	2I	Own	8x	I	167⅛	107⅛	42½	44x3	51⅞x5	N	79
80	.....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 13C	FD	R	10.1	66.5	Own 9D	O4IA	...	CI	Ros	8⅛x3⅛x3/16	I	156	91⅛	.....	42x3	52x5	N	80
81	Per	D.B-L	B-L 55	A	4	A7	Spi	Tim66700H	WF	R	9.0	98.2	Tim 26050H	L4IHV	690	TD	Ros	8x3x3/16	C	Var	76	36			½	81
82	Chi	D.B-L	B-L 714	U	4	Opt	Blo 5	Tim 66720	2F	R	Opt	Opt	Tim 26450	T2IMV	500	2I	Ros	7x3½x3/16	P	Opt	Opt	34	41½x2½	54⅛x3	½	82
83	Mod	dp.Lon	Ful MGU	U	4	No	Spi 3	Tim 65706D	WF	R	8.5	55.2	Shu 5572	L4IHV	768	TD	Ros	8x3x¼	T	Opt	Opt	33½	42x3	56x3	½	83
5½ Ton and More																										
84	Lon	P.B-L	B-L	U	4	Opt	Spi 6	Tim 76730	2F	R	7.46	52.7	Tim 27451	O4IA	720	CD	Ros	8x3	C	172	102	33½	42x3	56x4	½	84
85	Lon	dp. Lon	B-L	U	4	Opt	Spi 6	Tim 76730	2F	R	7.46	38.6	Tim 27451	O4IA	720	CD	Ros	8x3	C	172	102	33½	42x3	56x4	½	85
86	Lon	dp. Lon	B-L	U	4	Opt	Spi 6	Tim 79730	2F	R	7.48	38.7	Tim 27451	O4IA	975	CD	Ros	8x3	C	172	102	33½	42x3	56x4	½	86
87	G&O	P.B-L	Own	A	4	No	Own	Own 16R	2F	T	6.13	33.0	Own 16R	OPM	...	2X	Own	8x3x3/16	T	209	139	36	45x3	56x4	N	87
88	Own	dp.Lon	Own B.	A	4	Opt	Spi	Own C	2F	R	8.57	52.5	Own CL	LO4IM	670	FD	Ros	9x3x¼	C	158⅞	88⅛	34⅛	42½x3	55⅜x4	½	88
89	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 68720	W	H	10.0	94.0	Tim 27450	LT4DV	674	TD	Ros	10½x3x3/16	C	159⅛	88⅛	34⅛	42½x3	54⅜x4	½	89
90	Lon	D.B-L	B-L	U	7	No	Spi 3	Tim	WF	R	8.75	63.7	Shu	LTIHV	664	CD	Ros	8x3x3/16	C	162	99	36	40x3	54x4	½	90
91	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	WF	R	10.0	95.0	Shu	T4IA	676	CD	Ros	8x3x3/16	P	162	99	36	40x3	54x4	½	91
92	Own	D.B-L	B-L 60	A	4	No	Blo	Ti' 68702Dhp	WF	R	8.8	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	Opt	38	43½x3	55½x4	N	92
93	Per	B-L	B L 714	U	8	A 2	Spi	Wis HD	2D	H	8.5	180	Wis HD	O2/4IA	...	2I	Ros	16x3x1¼	C	Opt	Opt	38	48x4	52x4	..	93
94	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	L4IH	568	FX	Ros	....	..	144	94½	.....	....	....	..	94
95	Per	D.B-L	B-L 60 Max	A	7	No	Spi	Tim68720TW	WF	R	Opt	Opt	Tim27450TW	T4IA	...	2I	Ros	8x3x3/16	..	162	109	34	46x3	56x4	½	95
96	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68700DP	w/2	R	11.7	111	Own	T2IMV	603	RI	Gem	9⅛x3⅛x11/32	C	151	87⅛	38	44x3	56x3½	½	96
97	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68702DP	w/2	R	11.7	111	Own	T2IMV	462	RI	Gem	9⅛x3⅛x11/32	C	151	87⅛	38	44x3	56x3½	½	97
98	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	8.36	173.0	Wis	B4IMV	528	T4	Ros	10x3x11/32	C	153½	110½	34	48x3½	52x4	N	98
99	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	L4IH	568	FX	Ros	....	..	144	94½	.....	....	....	..	99
100	Lon	D.Own	Own	U	4	No	Spi	Own	SF	R	6.57	40.6	Own	B4IM.	574	TX	Jac	9x3½x9/32	P	125	70	34 1/16	40x3	50x3	½	100
101	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	49.8	Own	B4IM	574	TX	Jac	9x3½x9/32	P	125	70	34 1/16	40x3	50x3	½	101
102	Lon	D.Own	Own	U	4	No	Spi	Own	WF	R	8.5	52.5	Own	B4IM	685	TX	Jac	9x3½x9/32	P	125	69¼	34 1/16	40x3	54x3	½	102
103	Lon	D.Own	Own	U	4	No	Spi	Own	WF	R	8.50	52.5	Own	B4IMV	685	TX	Jac	9x3½x9/32	P	125	69¼	34 1/16	40x3	54x3	½	103
104	Lon	D.Own	Own	U	12	A	Pet	Own	WF	R	10.2	143	Own	B4IM	793	TD	Jac	9x3½x9/32	P	125	70	34 1/16	40x3	54x3	½	104
105	Lon	D.Own	Own	U	12	A	Spi	Own	WF	R	10.2	143	Own	B4IMV	865	TX	Jac	9x3½x9/32	P	125	70	34 1/16	40x3	54x3	½	105
106	Lon	D.	Own	U	4	No	Spi	Own	2F	R	8.50	53.3	Own	B4IMV	865	TX	Jac	9⅛x4x3/16	P	137	82	34⅛	50x3½	54x3	½	106
107	Lon	D.B-L	B-L 60 Max	A	7	....	Spi	Tim 68700DP	WF	..	11.7	111	Tim 17302		...	....	Ros									107
108	McC	D.B-L	B-L 60 Max	A	7	....	Spi	Tim 68700DP	WF	..	10.0	95.0	Tim 17302		...	....	Ros									108
109	Own	D.Ful	Ful MHU	U	4	A	MM8	Wis 1567W	DF	R	9.00	113.	Tim27450TW	B4IM	...	CD	Ros	12x3½x3/16	T	.....	.....	.....	40x3	58x4	½	109
110	Own	D.Ful	Ful MHU	U	4	A	MM8	Wis 1567W	DF	R	9.00	113.	Tim27050T	B4IM	...	CD	Ros	14x3½x3/16	T	.....	.....	.....	40x3	58x4	½	110
111	Own	D.Ful	Ful MHU	U	4	A	MM8	Wis 19000W	DF	R	10.1	125.	Tim27450TW	B4IM	...	CD	Ros	14x3½x3/16	T	.....	.....	.....	40x3	58x4	½	111
112	.....	......	......	..	..	....	Blo	....	..	R	....	....	....	4IMV	...	TD	Ros	16x3½x¼	P	.....	.....	37½	40x3	58x4	½	112
113	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim	WF	R	8.75	63.7	Shu	LT4IHV	664	CD	Ros	8x3x3/16	P	162	99	36	40x3	54x4	½	113

Line Number	Make, Model and Capacity	General					Tire Size		Engine													Fuel System		Electrical System		Line Number
		Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Front	Rear	Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make	
	5½ Ton and More—Cont'd																									
1	Indiana..7½-10T 290	....	182	212	30000	10750	P 38x7	S 40x14	Con	6-4¾x5¾	611.4	54.2	116-1800	L	C	C	3	13 11/16	7	FP	Pe	Str	E	L-N	L-N	1
2	LaFran.-Republic. 35-2	....	174	198	24000	9250	P 38x9	DP38x9	Wau 6AB	6-4½x5¾	549.0	48.6	98-1850	L	G	C	3½	11⅜	4	PC	Wa	Zen	M	A-L	A-L	2
3	La Fran.-Republic. Q4	....	Op	260	30000	12750	B 10.50/24	DB10.50/24	Own 312-B	12-4x5	754.0	76.7	240-2900	H	C	C	3½	10	4	PC	No	Zen	M	D-R	D-R	3
4	Mack AC..........	5500	156	240	......	......	S 36x6	DS40x6	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	G	R-Bo		4
5	Mack AC..........	6550	174	240	......	......	B10.50/24	DB10.50/24	Own BK	6-4½x5½	525.5	48.6	126-2200	L	G	S	3½	10½	4	PS	Own	Str	V	R-Bo	N-E	5
6	Mack AC..........	6000	156	240	......	......	S 36x7	DS40x7	Own AC	4-5x6	471.2	40.0	77-1800	L	G	S	3	10½	3	PS	Own	Str	G	R-Bo		6
7	Mack AP..........	9500	191	191	......	......	S 36x7	DS40x8	Own AP	6-5x6	706.5	60.	150-2000	L	G	S	3 1/16	11 1/16	4	PS	On	Str	V	R-Bo	NE	7
8	Moreland.......H7	5200	196	...	22000	8000	P 36x8	DP36x8	Her YXC	6-4⅝x4¾	428.4	45.9	94-2200	L	..	C	3	15	7	PC	No	Zen	M	A-L	A-L	8
9	Netco..........K	6500	180	220	32000	11000	B10.50/40	DB10.50/40	Lyc AEC	8-3¾x4¾	420	140	140-2800	L	G	C	2⅝	12	5	FP	Ha	Zen	M	A-L	A-L	9
10	Pierce-Arrow.......PZ	....	168	204	34000	12800	S 36x7	DS40x8	Own	6-4⅝x5¾	611	54.1	130-2000	L	G	A	3½	16⅝	7	FP	Ha	Zen	M	D-R	D-R	10
11	Relay..100B, 7½ Ton	6900	220	...	29200	11200	B 9.75/24	DB9.75/24	Buda GF6	6-4¾x6	638	54.1	118-1850	L	G	C	3	10 5/16	4	PC	Ha	Zen	E	A-L	L-N	11
12	Schacht........40HA	....	154	235	......	8100	B 9.75/24	DB9.75/24	Her YXC	6-4⅝x4¾	428.4	45.9	93-2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	12
13	Schacht........40HB	....	154	235	......	8150	B 10.50/20	DB10.50/20	Her YXC	6-4⅝x4¾	428.4	45.9	93-2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	13
14	Schacht..........66H	....	152	247	......	10300	B 10.50/20	DB10.50/20	Her RXC	6-4⅝x5¼	528.0	51.2	115-2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	14
15	Schacht........66HA	....	152	247	......	10350	B 10.50/24	DB10.50/24	Her RXC	6-4⅝x5¼	528.0	51.2	115-2200	L	G	C	3	15	7	PC	Mo	Zen	V	A-L	A-L	15
16	Service........100ZB	5830	175	...	......	9600	S 36x6	S 40x14	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	16
17	Standard.........5-7	....	165	180	......	8700	S 36x6	S 40x14	Con B5	4-4¾x6	425.3	36.1	......	L	G	C	2⅜		3	FP	Si	Str	V	Els	ABol	17
18	Sterling FW140, FD140	....	192	222	......	10050	P 40x8	DP42x9	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	18
19	Sterling........FC135	....	192	222	......	8755	P 40x8	DP40x8	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	19
20	Sterling FC140 6, 7½	....	200	230	......	9055	P 40x8	DP40x8	Wau HB	6-4¼x5¾	489.	43.4	90-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	20
21	Sterling. FC145-6, 7½	....	200	230	......	9555	P 40x8	DP40x8	Wau AB	6-4½x5¾	549.	48.6	99-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	21
22	Ster. FD,FW170-7½,9	....	200	230	......	10500	P 40x8	DP44x10	Wau AB	6-4½x5¾	549.	48.6	99-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	22
23	Sterling FC170 7½, 9	....	200	230	......	10255	P 40x8	DP42x9	Wau RB	6-5x5¾	677.	60.	125-2000	L	G	A	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	23
24	Stewart....27X 7 Ton	5700	165	235	......	10040	P 36x7	P 40x7	Wau 6SRK	6-4⅝x5¾	516	51.2	105-2000	L	G	C	3	12⅞	7	P	Wa	Str	V	D-R	D-R	24
25	Walter...FHRS 7½T.	8000	Op	136	31000	10000	B10.50/2	DB10.5/24	Own 6	6-4½x5¾	549	48.6	110-1800	L	G	C	3½	10⅜		C	On	Zen	V	R-Bo	D-R	25
26	Walter...FHS...5-7T	7600	Op	136	26000	9000	B 9.75/24	DB9.75/24	Own 6	6-4½x5¾	549.0	48.6	110-1800	L	G	C	3½	10⅜	4	PC	On	Zen	T	R-Bo	D-R	26
27	Ward La France 50D-7	....	Op	Op	28000	......	P 40x8	DP40x8	Wau SRL	6-4⅜x5⅛	462	45.9	97-2000	L	G	C	3	13⅞		FP	Wa	Str	P	D-R	D-R	27
28	Ward-La France.55B6	....	Op	Op	26000	......	B 9.75/20	DB9.75/20	Lyc	8-3¾x4¾	420	45	130-2800	L	G	C	2⅝	12¾	5	FP	No	Zen	M	D-R	D-R	28
29	Ward-La Fr.75RW7½	....	Op	Op	30000	......	B 10.50/20	DB10.50/20	Wau RB	6-5x5¾	677	60	140-2000	L	G	C	3½	11⅜	4	FP	Wa	Zen	M	D-R	D-R	29
30	Ward-La Fr.100RW10	....	Op	Op	34000	......	B 10.50/24	DB10.50/24	Wau RB	6-5x5¾	677	60	140-2000	L	G	C	3½	11⅜	4	FP	Wa	Zen	M	D-R	D-R	30
31	White...........52	5100	174	215	28000	9409	S 36x6	S 40x12	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2½	11¼	3	FP	On	Zen	V	Els		31
32	Witt-Will........R55	5700	159	..	27000	9500	B10.50/20	DB10.50/20	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13 11/16	7	FP	No	Zen	M	D-R	D-R	32
33	Woods...........105	6975	190	Op	......	8700	B 10.50/22	DB10.50/22	Her HXC	6-5¼x6	770	66.1	164-2000	L	G	S	3½		7	PC	Ha	Str	M	R-Bo	A-L	33
	Six-Wheelers																									
34	Autocar........G 10T	9000	171	238	36000	13000	P 36x8	DP36x8	Own	6-4½x4¾	453.0	48.6	101-2400	L	G	C	3	14¼	7	FP	Pe	Str	V	D-R	L-N	34
35	Brockway.640, 10 Ton	....	212	224	40000	14000	P 38x7	S 36x10	Con	6-4¾x5¾	611.4	54.2	116-1800	L	C	C	3	11⅜	7	FP	Pe	Str	E	L-N	L-N	35
36	Chicago.........1-56-D	....	174	222	35740	12740	B 9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	462	45.9	97-2000	L	G	A	3	13⅞	7	FP	Wa	Str	M	A-L	A-L	36
37	(Z)Corbitt.....20SW6	....	Op	Op	22000	9000	B 7.50/20	DB7.50/20	Con 20R	6-4⅛x4¾	411.0	40.0	82-2400	H	C	C	2¾	13	7	FP	No	Zen	M	D-R	D-R	37
38	(Z)Corbitt.....28SW6	....	Op	Op	30000	10000	P 34x7	DP34x7	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	C	2¾	13	7	FP	No	Zen	M	D-R	D-R	38
39	(Z)Corbitt.....36SW6	....	Op	Op	38000	11500	B 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	C	2¾	13	7	FP	No	Zen	M	D-R	D-R	39
40	(Z)Corbitt.....40SW6	....	Op	Op	42000	13000	P 38x9	DP38x9	Con 16H	6-4¾x5¾	611.4	54.1	127-2300	L	C	A	3	13 11/16	7	FP	No	Zen	M	D-R	D-R	40
41	Day Elder 285 8 Ton	5285	164	204	28500	12000	B 8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13 11/16	7	FP	Co	Zen	V	D-R	D-R	41
42	Day Elder 345 10 Ton	6395	164	204	34500	12500	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13 11/16	7	FP	Co	Zen	M	D-R	D-R	42
43	Day Elder 402 12 Ton	7495	164	204	40200	14200	B9.75/20	DB9.75/20	Con 16-H	6-4¾x5¾	611.4	54.2	127-2300	L	G	A	3	13 11/16	7	FP	Co	Zen	M	D-R	D-R	43
44	Diamond T....801 4T	4140	189	219	21000	8000	P 36x8	P 36x8	Her YXC	6-4⅝x4¾	428.4	45.9	94-2200	L	G	C	3	14	7	PC	Ha	Zen	M	A-L	A-L	44
45	Diamond T...1201 6T	5600	180	210	28000	11000	P 34x7	DP34x7	Her RXB	6-4⅝x5¼	500.9	48.6	110-2200	L	G	C	3	12⅛	7	PC	Ha	Zen	M	A-L	A-L	45
46	Diamond T...1602 8T	6400	175	210	36000	12000	P 36x8	DP36x8	Her RXC	6-4⅝x5¼	529.0	51.3	115-2200	L	G	C	3	12⅛	7	PC	Ha	Zen	M	A-L	A-L	46
47	Diamond T...1603 8T	7500	184	224	36000	13000	P 36x8	DP36x8	Wau 6RB	6-5x5¾	677.4	60.0	127-2000	L	G	C	3½	11⅜	4	PC	Wa	Zen	E	L-N	L-N	47
48	Douglas........F66 5T	7900	210	Op	36000	10000	P 36x8	DP36x8	Bud GL6	6-4½x6	572.5	48.6	114-1600	L	G	C	3	12⅛	4	PC	Bu	Zen	M	L-N	L-N	48
49	Fageol..........4-46	3900	172	205	......	9400	P 32x6	DP32x6	Wau MK	6-4⅛x4¾	381.0	40.8	82-2200	L	G	A	2⅝	12½	7	FP	N	Zen	V	D-R	D-R	49
50	Fageol..........6-26	6000	195	220	......	11100	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5⅛	462	46.0	98-2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	50
51	Fageol..........6-46	6500	195	220	......	11500	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5⅛	462	46.0	98-2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	51
52	Fageol..........8-26	6300	195	220	......	11800	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5⅛	462	46.0	98-2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	52
53	Fageol..........8-46	6900	195	220	......	12200	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5⅛	462	46.0	98-2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	53
54	Fageol..........10-26	7400	184	232	......	13700	B9.00/20	DB9.00/20	Wau AB	6-4½x5¾	549	48.6	100-2000	L	G	A	3½	11⅜	4	PC	N	Zen	V	D-R	D-R	54
55	Fageol..........10-46	8100	184	232	......	14100	B9.00/20	DB9.00/20	Wau AB	6-4½x5¾	549	48.6	100-2000	L	G	A	3½	11⅜	4	PC	N	Zen	V	D-R	D-R	55
56	Federal...D2D,2½-3T	1350	140	164	12500	4235	B 6.00/20	P 32x6	Con W10	4-3⅝x4½	200	24.0	48-2500	L	G	A	2⅛	5⅞	3	PC	Mo	Zen	M	D-R	D-R	56
57	Federal...E2D,2½-3T	1450	145	169	12500	4310	B 6.00/20	P 32x6	Con 17E	4-3⅝x4	215	27.3	60-2600	L	G	A	2⅛	9⅛	3	PC	Mo	Zen	V	D-R	D-R	57
58	Federal....A6SW,4T	2360	164	182	18500	5620	P 32x6	DP32x6	Con 16C	6-3⅜x4⅛	248	27.3	64-2500	L	G	A	2⅛	10¾	4	PC	KP	Zen	M	D-R	D-R	58
59	Federal.D2SW-2½-3T	1050	140	164	12500	3925	B 6.00/20	P 32x6	Con W10	4-3⅝x4½	209.5	24.0	48-2500	L	G	A	2⅛	5⅞	3	PC	No	Zen	M	D-R	D-R	59
60	Federal.E2SW-2½-3T	1150	145	169	12500	3975	B 6.00/20	P 32x6	Con 17E	4-3⅝x4	215.0	27.3	60-2600	L	G	A	2⅛	9⅛	3	PC	Mo	Zen	V	D-R	D-R	60
61	FWD..........X6 6T	6400	170	Op	24000	9500	P 36x8	P36x8	Wau SRL	6-4⅜x5⅛	462	45.9	102-2400	L	G	C	3	13⅞	7	PC	Wa	Str	M	R-Bo	N-E	61
62	(X)Gen.Mt. T90 5 7½	5285	185	220	28000	9400	B 7.50/20	DB7.50/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8¾	4	PC	Ha	Str	M	D-R	D-R	62
63	(X)Gen.Mt..T95, 7-11	7545	189	224	40000	13250	P 34x7	DP34x7	Own 468	6-4¼x5½	468	43.3	115-2100	H	G	A	2¾	14 11/16	7	FP	Ha	Str	M	D-R	D-R	63
64	(X)Gen.Mt...T96, 7-9	7195	189	224	34000	12850	P 34x7	DP34x7	Own 468	6-4¼x5½	468	43.3	115-2100	H	G	A	2¾	14 11/16	7	FP	Ha	Str	M	D-R	D-R	64
65	G-P.65-6 SW,5-7 Ton	4465	158	Op	21000	8500	B9.75/20	B9.75/20	Lyc TS	6-3⅝x4½	353.0	36.4	97-2750	L	G	C	2¾	10	4	FP	....	Str	M	A-L	A-L	65
66	G-P.65-8 SW, 5-7 Ton	4625	161	198	21000	8500	B9.75/20	B9.75/20	Lyc HF	8-3¼x4½	322.0	36.4	120-3200	L	G	C	2¾	11⅞	5	FP	....	Str	M	A-L	A-L	66
67	G-P.75 6 SW, 6 8 Ton	5525	174	Op	28000	9500	B9.75/20	B11.25/20	Wau SRL	6-4⅜x5⅛	462.0	45.9	100-2400	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	67
68	G-P.75-8 SW, 6-8 Ton	5480	174	Op	28000	9500	B9.75/20	B11.25/20	Lyc AEC	8-3¾x4¾	420.0	45.0	135-3000	L	G	C	2¾	11⅞	5	FP	....	Str	M	A-L	A-L	68
69	G-P.85-6SW,8-10Ton	7455	169	Op	36000	12000	B10.50/24	B12.75/24	Wau 6AB	6-4½x5¾	549.0	48.6	100-2000	L	G	C	3½	11⅜	4	FP	Wa	Str	M	A-L	A-L	69
70	G-P.85-8SW, 8-10 Ton	....	169	Op	36000	12000	B10.50/24	B12.75/24	Lyc AED	8-3¾x4¾	420	45.0	140-3000	L	G	C	2¾	11⅞		FP		Str	M	A-L	A-L	70
71	G-P.95-6SW,10-12Ton	8215	176	Op	40500	13000	B10.50/24	B13.50/24	Wau 6RB	6-5x5¾	677.0	60.0	125-2000	L	G	C	3½	11⅜	4	PC	Wa	Str	M	A-.	A-L	71
72	Hendrickson.......32-8	5000	Op	Op	32000	10000	B 9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5⅛	462.0	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	72
73	Hendrickson.......36-8	5500	Op	Op	36000	10500	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	462.0	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	73
74	Hendrickson.......38-D	8000	Op	Op	38000	13200	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	462.0	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	74
75	Hendrickson.......44-D	9000	Op	Op	44000	14000	B9.75/22	DB9.75/22	Bud GF-6	6-4¾x6	638.0	59.1	126-1850	L	G	C	3		4	PC	Bu	Zen	M	A-L	A-L	75
76	Hug........97-6, 5T	....	Op	Op	31765	13765	P 40x8	DP40x8	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	M	R-Bo	D-R	76
77	Hug........98-6, 7½	....	Op	Op	34000	13000	P 40x8	DP40x8	Bud GF6	6-4¾x6	638.0	54.1	126-1850	L	G	C	3	10 5/16	4	PC	Bu	Zen	M	R-Bo	D-R	77
78	Hug...........99-10T	....	148	Op	58500	......	S 36x8	S 40x16	Bud GF6	6-4¾x6	638.0	54.1	126-1850	L	G	C	3	10 5/16	4	PC	Bu	Zen	M	R-Bo	D-R	78
79	Indiana....640, 10 Ton	....	212	224	40000	14000	P 38x7	S 36x12	Con	6-4¾x5¾	611.4	54.2	116-1800	L	C	C	3	13 11/16	7	FP	Pe	Str	E	L-N	L-N	79
80	Kenworth...........345	8600	245	245	34500	12000	B 9.00/20	DB9.00/20	HaS 160	6-4¼x5½	468.0	43.3	112-2000	H	C	A	2¾	13⅛	7	FP	No	Str	M	D-R	D-R	80
81	Kenworth...........385	....	242	242	40000	13500	B 9.00/20	DB9.00/20	HaS 175	6-5x6	706.8	60.0	158-2000	H	C	A	2¾	10⅞	7	FP	No	Str	M	D-R	D-R	81
82	Kleiber.....22DD 5T	....	192	...	......	9400	P 32x6	DP32x6	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	....	7	FP	No	Str	V	R.Bo	-Bo	82
83	Kleiber........28DD	....	201	...	28000	10060	P 34x7	DP34x7	Con 20R	6-4⅛x4¾	411	40.0	89-2400	H	C	C	2¾	13	7	FP	No	Str	V	R.Bo	D-R	83
84	Kleiber........34DD	....	210	...	34000	11900	P 36x8	DP36x8	Con 21R	6-4⅜x3¾	427.5	45.9	100-2600	H	C	C	2¾	13	7	FP	No	Str	V	R.Bo	D-R	84
85	Kleiber.......34DDT	....	215	...	34000	13650	P 36x8	DP36x8	Bud GF6	6-4¾x6	638	54.1	126-1850	L	G	C	3		4	FP	No	Str	V	R.Bo	D-R	85
86	La Fran.-Republic..Q6	....	Op	260	14900	......	B 10.50/20	DB10.50/20	Own 312B	12-4x5	754.0	76.7	240-2900	H	C	C	3½	10	4	PC	No	Zen	M	D-R	D-R	86
87	LeMoon........HB46	4950	187	199	24000	8200	P 32x6	DP32x6	Wau 6SRL	6-4⅜x5⅛	462	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	87
88	LeMoon........HB56	5650	187	199	26500	9100	B 8.25/20	DB8.25/20	Wau 6SRL	6-4⅜x5⅛	462.0	45.9	87-2000	L	G	A	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	88
89	LeMoon........HB60	6600	191	203	32000	10500	P 36x8	DP36x8	Wau 6SRL	6-4⅜x5⅛	462	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	89
90	LeMoon.....HWB100	8600	196	208	40000	13000	P 40x8	DP40x8	Wau 6AB	6-4½x5¾	549	48.6	100-2000	L	G	C	3½	11⅜	7	PC	Wa	Str	M	L-N	L-N	90
91	LeMoon.....HWB120	9200	196	208	40000	13500	P 40x8	DP40x8	Wau 6RB	6-5x5¾	677	60.0	127-2000	L	G	A	3½	11¾	4	PC	Wa	Str	N	L-N	L-N	91
92	Maccar.........SW86	....	206	238	38700	11700	B10.50/20	BD10.50/20	Her RXCP	6-4⅝x5¼	529.0	51.2	112-2000	L	G	C	3	14	7	PC	Ha	Zen	M	D-R	D-R	92
93	Mack.............AC	7650	177	237	......	......	S 36x6	S 40x12	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	93
94	Mack.............AC	9000	197	257	......	......	P 40x8	DP40x8	Own BK	6-4½x5½	525.2	48.6	126-2200	L	G	S	3½	10½	4	PS	On	Str	V	R-Bo	N-E	94
95	Mack.............AK	9500	204	257	......	......	B9.75/22	DB9.75/22	Own BK	6-4½x5½	525.2	48.6	126-2200	L	G	C	3	10½	4	PS	On	Str	V	R-Bo	N-E	95
96	Mack.............AP	11500	197	257	......	......	S 36x6	S 40x12	Own AP	6-5x6	706.5	60.	150-2000	L	G	S	3 1/16	11 1/16	4	PS	On	Str	V	R-Bo	N-E	96
97	Mack.............AP	1200	304	257	......	......	B 9.75/22	DB9.75/22	Own AP	6-5x6	706.5	60.0	150-2000	L	G	S	3 1/16	11 1/16	4	PS	On	Str	V	R-Bo	N-E	97
98	Moreland.......BD 7	3565	184	...	16000	6000	P 34x7	P 34x7	Her WXB	6-3¾x4½	298.2	33.7	67-2400	L	..	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	98
99	Moreland.......ED7	5285	196	...	23000	8500	P 36x8	P 36x8	Her WXC 2	6-4⅛x4½	360.8	40.8	73-2000	L	..	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	99
100	Morcland.......HD7	6585	220	...	30000	10500	B 9.00/20	DB9.00/20	Her YXC3	6-4⅝x4¾	478.8	51.2	105-2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	100
101	Moreland.......SD7	6860	221	...	34000	11500	S 36x7	S 36x10	Her YXC 3	6-4⅝x4¾	478.8	51.2	105-2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	101
102	Moreland.......TD7	8245	221	...	34000	12500	S 36x7	S 36x10	Con 16H	6-4¾x5¾	611.4	54.1	......	L	..	..	....	....	..	PC	No	Zen	M	A-L	N-E	102
103	Relay......60SW 7T	6545	175	205	36500	12000	P 38x7	DP40x8	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	....	4	FP	Bu	Zen	V	A-L	A-L	103
104	Sterling.......FWS90	....	Op	Op	......	7980	P 32x6	DP32x6	Wau MK	6-4⅛x4¾	381.	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	104
105	Sterling......FWS100	....	Op	Op	......	9150	P 34x7	DP34x7	Wau MK	6-4⅛x4¾	381.	40 8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	105
106	Sterling......FWS140	....	Op	Op	......	11755	P 38x7	DP38x7	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	106
107	Sterling FDS, FWS180	....	Op	Op	......	12855	P 40x8	DP40x8	Wau AB	6-4½x5¾	549.	48.6	99-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	107
108	SterlingFDS, FWS 200	....	Op	Op	......	13555	P 40x8	DP40x8	Wau RB	6-5x5¾	677.	60.	125-2000	L	G	A	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	108
109	Sterling......FCS170	....	Op	Op	......	13855	P 36x8	DP36x8	Wau HB	6-4¼x5¾	489.	43.4	90-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	109
110	Sterling.......FCS180	....	Op	Op	......	14000	P 40x8	DP40x8	Wau AB	6-4½x5¾	549.	48.6	99-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	110
111	Sterling.......FCS210	....	Op	Op	......	14555	D 40x8	DP40x8	Wau RB	6-5x5¾	677.	60.	125-2000	L	G	A	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	111
112	White.630SW 200 3 T	....	193	205	24000	10000	B8.25/20	DB8.25/20	Own 3AD	6-4x5¼	396	38.4	82-1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	E	L-N	L-N	112
113	White 642......SW310	....	198	210	34000	12670	B9.00/20	DB9.00/20	Own 1AB	6-4⅝x5¾	519	45.9	108-1800	H	C	S	3	15 11/16	7	FP	Own	Zen	E	L-N	L-N	113
114	White 643......SW410	....	198	215	4000.	14400	S 40x8	DS40x8	Own 1AB	6-4⅝x5¾	519	45.9	108-1800	H	C	S	3	15 11/16	7	FP	Own	Zen	E	L-N	L-N	114

5½ Ton and more Cont'd

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Wheels Driven	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
1	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	...	WF	R	10.0	95.0	Shu	T4IA	676	TD	Ros	8x3x3/16	P	162	99	36	40x3	54x4	½	1
2	Own	D.Ful	Ful MHU	U	4	No	Spi 3	Wis 1567-H	...	2F	R	7.33	46.3	Tim 26450-H	L4IHV	870	FD	Han	9½x3½x3/16	C	128½	81¼	36 3/16	44x3	60x3½	½	2
3	Own	dp.Lon	B-L 714	U	4	No	Blo 3	Tim 68720	...	W	R	Opt	Opt	Tim 27450	Ws4IA	...	CD	Ros	12x3½x¼	C	...	...	34	44x3	60x4	½	3
4	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	...	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x3/16	C	132	92	37½	46x3½	52x4	½	4
5	Own	P.Own	Own AC	A	4	No	Spi	Own AC	...	CD	R	6.46	41.5	Own AK	O4IV	492	JX	Han	8x3x3/16	C	132		37½	48x3½	52x4	½	5
6	Own	P.Own	Own AC	J	4	No	Spi	Own AC	...	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x3/16	C	132	92	37½	46x3½	52x4	..	6
7	Own	P.Own	Own AP	J	4	No	Spi 2	Own AP	...	CD	R	6.46	41.5	Own AC	O2IV	287	JX	Ros	8x3x3/16	C	180	108⅝	37½	46x3½	52x4	½	7
8	Lon	P.B-L	B-L 554	U	12	A 4	Cle	Tim66704WP	...	WF	R	9.00	99.2	Tim 16710 H	L4IHV	...	TI	Ros	9½x3½x3/16	C	168	113	34	39¾x2½	56x3½	½	8
9	Mod	D.B-L	B-L	U	5	No	Pet 3	Wis 1627KH	2	2F	R	Opt	Opt	Tim 26450H	L4IH	690	...	Ros	9x3x¼	C	180	120	33	44x3	56x4	½	9
10	Lon	P.Lon	Own	A	4	No	Cle	Own	...	WF	A	11.7	61	Tim	W4IA	702	ID	Han	10x3x3/16	C	139	84¼	38¼	41x3	56x5	½	10
11	Mod	P.B-L	B-L 1714	U	4	No	Blo	Own 85AH	...	2R	R	7.4	49.7	Tim 27450	L4IH	480	FX	Han	8½x3½x3/16	P	192	134	34	42x3	56x4	½	11
12	You	D.Ful	Ful V UOG	U	5	No	Spi	Own	...	2F	R	7.07	49.7	Shu 5572	L4IHV	893	TD	Ros	8½x3x3/16	P	Opt	Opt	31½	40x2½	50x3	½	12
13	You	D.Ful	Ful V UOG	U	5	No	Spi	Own	...	2F	R	7.07	49.7	Shu 638	L4IHV	893	TD	Ros	8½x3x3/16	P	Opt	Opt	31½	40x2½	50x3	½	13
14	You	D.Ful	Ful V UOG	U	5	No	Spi	Wis 1567	...	2F	R	7.07	49.8	Shu 637	Ws	847	TD	Own	8½x3x3/16	P	Opt	Opt	31½	42x3	60x3½	½	14
15	You	D.Ful	Ful V UOG	U	5	No	Spi	Wis 1567	...	2F	R	7.07	49.8	Shu 637	Ws	922	TD	Own	8½x3x3/16	P	Opt	Opt	31½	42x3	60x3½	½	15
16	Lon	Own	B-L60 Max	A	7	...	Blo	Ti 68700DP	...	WF		10.1	95.0	Tim 16302	L4IH	568	FX	Ros			144	94½					16
17	Lon	D.B-L	B-L 60	A	7	...	Spi	Ti 68700SP	...	WF		6.86	83.6	Tim 17300				Ros			144	93 11/16					17
18	Mod	D.Own	Own	U	4	3	Spi	Tim	...	w2	R	10	66.6	Tim	Ws4IA	690	CX	Ross	15x3¼x¼	C	172	108	34	48x3	60x4	½	18
19	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	15x3¼x¼	C	172	108	34	48x3	54x3	½	19
20	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	8.3	55.2	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	20
21	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.4	58.9	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	21
22	Mod	D.Own	Own	U	4	3	Spi	Tim	...	w2	R	10	62.7	Tim	Ws4IA	690	CX	Ross	15x3¼x¼	C	163	107	34	48x3	60x4	½	22
23	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.4	58.9	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	23
24	Own	D Ful	Ful	A	8	U8	Spi	Tim	...	WF	R	6.56	93.8	Eat	B4IMV	...	TX	Ros	9¼x2¾x3/16	C	136½	76¾	32	40x3	56x4	½	24
25	Own	Own	Own	U	5	No	Own	Own	...	2D	H	8.5	85.0	Own	O4FXM	600	FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	25
26	Own	Own	Own	U	5	No	Own	Own	...	2D	H	8.50	85.0	Own	O4IM	600	FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	26
27	Own	P.B-L	B-L	A	7	No	Spi	Tim	...	WF		Opt	Opt	Tim	T2IMV	...	TD	Ros	8x3½x3/16	C	Opt	Opt	37	44x3	56x4	½	27
28	Per	P.B-L	Own	A	5	No	Spi 4	Tim	...	WF	R	Opt	Opt	Tim	WS4IA	...	TD	Ros	14x3½x¼	C	Opt	Opt	33	42x3	62x3½	½	28
29	Per	P.B-L	Own	A	5	No	Spi 4	Tim	...	WF	R	Opt	Opt	Tim	WS4IA	...	TD	Ros	14x3½x¼		Opt	Opt	33	42x3	62x3½	½	29
30	Per	P.B-L	Own	A	5	No	Spi 4	Tim	...	WF	R	Opt	Opt	Tim	WS4IA	...	TD	Ros	14x3¾x3/16		Opt	Opt	33	42x3	62x3½	½	30
31	Own	P.Own	OwnGRBA	U	4	A1	Spi 3	Own 52	...	2F	R	11.7	58.4	Own 52	OPXM	224	2I	Own	8x	I	166½	105⅝	42½	44x3	51⅞x5	N	31
32	Per	D.B-L	B-L 60	A	4	A	Spi	Tim68700DH	...	WF	R	10.0	48.2	Tim 26050H	L4IHV	...	TD	Ros	8x3x¼	C	.....	76	36				32
33	Chi	D.B-L	B-L 70	A	4	No	Blo 6	Tim 68720	...	2F	R	Opt	Opt	Tim	T2IMV	500	2I	Ros	....	P	Opt	Opt	34	41½x2½	......	½	33

Six-Wheelers

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Wheels Driven	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
34	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 300W	4R	W	R	10.6	100	Tim 27450	T6IA	720	TD	Ros	10½x3x3/16	T	159½	86¾	34¼	42½x3	61x5	½	34
35	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864	TD	Ros	8x3x3/16	P	216	129	36	40x3	54x4	N	35
36	Chi	D.B-L	B-L 60 Max	A	7	No	Spi 6	Tim 310	W	WF	R	7.75	73.6	Tim 26450	TWRIA	796	TD	Ros	8x3½x3/16	C	...	...	35½	44½x3	60x4	½	36
37	Per	P.B-L	B-L 615	U	5	No	Spi	TimSW100W	4R	WF	..	Opt	Opt	Tim 35000W	Ws6IA	...	TD	Ros	8x3½x3/16	T	Opt			40x2½	56x4	½	37
38	Per	P.B-L	B-L 607	A	7	No	Spi	TimSW200W	4R	WF	..	Opt	Opt	Tim 26450W	Ws6IA	...	TD	Ros	8x3x3/16	C	Opt			46x3	56x4	½	38
39	Per	P.B-L	B-L 607	A	7	No	Spi	TimSW300W	4R	WR	..	Opt	Opt	Tim 27450W	Ws6IA	...	TD	Ros	10¼x3½x3/16	T	Opt			46x3	56x4	½	39
40	Per	P.B-L	B-L 707	A	7	No	Spi	TimSW410W	4R	WR	..	Opt	Opt	Tim 27450W	Ws6IA	...	TD	Ros	10¼x3½x3/16	T	Opt			46x3	66x4	½	40
41	Per	D.B-L	B-L 60	A	7	No	Blo	Tim SW200H	4R	WF	R	7½	71.2	Tim 36020H	L6IHV	...	TD	Ros	10x3½x3/16	C	132	80	37	48x3	64x4	½	41
42	Per	D.B-L	B-L 70	A	7	No	Blo	TimSW310W	4R	WF	R	8½	79.9	Tim36020TW	TrIA	...	TD	Ros	10x3½x3/16	C	132	80	37	48x3	64x5	½	42
43	Per	D.B-L	B-L 70	A	7	No	Blo	TimSW410W	4R	WF	R	9	84.6	Tim36020TW	TrIA	...	TD	Ros	10x3½x3/16	C	126¼	74¼	37	45¼x3	64x5	½	43
44	G&O	D.Cov	B-L 55	A	7	No	SpP 4	Own	4R	WF	H	Opt	Opt	Shu 5582B	L6IHV	571	TD	Ros	6¼x3x¼	C	162	103	34	45¼x2½	58x4	N	44
45	G&O	D.Cov	B-L 60 Max	A	7	No	SpiB4	Tim SW200	4R	WF	R	Opt	Opt	Tim 16300	Ws4I	238	TD	Ros	9x3½x¼	C	162	100¼	37	46x3	50x4	N	45
46	G&O	D.Cov	B-L 60 Max	A	7	No	SpP	Tim SW310	4R	WF	R	Opt	Opt	Shu	Ws4I	238	TD	Ros	9x3½x¼	C	138¾	94¾	37	46x3	50x4	N	46
47	G&O	D.B-L	B-L 70	A	7	No	SpB	Tim SW310	4R	WR	R	Opt	Opt	Shu	Ws4I	238	TD	Ros	9x3½x¾	P	141	93	37	46x3	50x4	N	47
48	Own	D.Ful	Ful H-OG	U	8	A 8	Blo	Wis 8017	4R	WF	R	7.75	72.7	Shu 615	WrIMV	960	CX	Ros	10x2⅝x3/16	T	240	140	36	48x3	65x3½	N	48
49	Per	P.B-L	B-L 314	U	4	...	PeS6	Tim Own	4R	WF	R	7.66	50.6	Tim 33020	L4rIHV	459	TX	Ros	7⅛x3½x3/16	C	168	91⅛	33½	37x2½	46x3½	N	49
50	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	2R	2F	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x3/16	C	192	114⅝	34	41x3	46x3½	N	50
51	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	4R	WF	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x3/16	C	192	114⅝	34	41x3	46x3½	N	51
52	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	2R	WF	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x3/16	C	192	114⅝	34	41x3	46x3½	N	52
53	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	4R	WF	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x3/16	C	192	114⅝	34	41x3	46x3½	N	53
54	Per	P.B-L	B-L714&60	U	12	A3	PeS6	Tim Own	2R	2F	R	5.19	90.3	Tim 17300	T4rIA	504	TX	Ros	8⅛x4x⅜	C	213½	149¾	34	42½x3	49½x4	N	54
55	Per	P.B-L	B-L714&60	U	12	A3	PeS6	Tim Own	4R	WF	R	5.19	90.3	Tim 17300	T4rIA	504	RX	Ros	8⅛x4x⅜	C	213½	149¾	34	42½x3	49½x4	N	55
56	Lon	P.B&B	WG-79	U	4	No	Cle	Cla B373A	4R	BF	H	6.38	40.8	Cla F208	L6IH	566	TX	Gem	6x2¾x¼	C	123	64¼	34	38x2¼	40½x2½	N	56
57	Lon	P.B&B	WG-T9	U	4	No	Cle	Cla B373A	4R	BF	H	6.38	40.8	Cla F208	L6IH	566	TX	Ros	6x2¾x¼	C	118	63¾	34	38x2¼	40½x2½	N	57
58	Lon	P.B&B	Own	A	4	No	Cle	Cla B610A	2R	BF	H	6.38	38.5	Cla F304	L6IH	675	TI	Ros	6x3½x¼	C	158	84	34	40x2¼	44x3	N	58
59	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B374A	2	SF	H	6.38	40.8	Cla F208	L6IH	566	TX	Gem	6x2¼x¼	C	106	64¼	34	38x2¼	40½x2½	N	59
60	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B374A	2	SF	H	6.38	40.8	Cla F208	L6IH	566	TX	Gem	6x2¼x¼	C	118	68¾	34	38x2¼	40½x2½	N	60
61	Per	D.B-L	Own	A	5	Op	Blo 4	Own X	4F	BF	H	9.	88.6	Own M	B6IMV	...	4M	Ros	7x3x11/32	C	180	137	36	42¾x2½	44x3	N	61
62	Lon.	D.Own	Own	U	12	A	Pet	Own	4R	WF	R	9.25	129.	Own	BrIA	870	TX	Jac	9 3/16x3½x3/16	P	161	100¼	34⅛	40x3	50x4	½	62
63	Lon	D.	Own	U	4	No	Spi	Own	4R	WF	R	8.50	53.3	Own	B6IA	...	TX	Jac	9 3/16x4x3/16	P	161	100	34⅛	50x3½	54x4	N	63
64	Lon	D.	Own	U	4	No	Spi	Own	2	2F	R	8.15	51	Own	B6IA	...	TX	Jac	9 3/16x4x3/16	P	161	100	34⅛	50x3½	54x4	N	64
65	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW100	...	WF	R	7.40	53.0	Tim 33000H	L6IH	...	CD	Ros	10x3½x3/16	T	.....	.....	....	40x3	58x3½	..	65
66	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW100	...	WF	R	7.40	53.0	Tim 33000H	L6IH	...	CD	Ros	10x3½x3/16	T	.....	.....	....	40x3	58x3½	½	66
67	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW200	...	WF	R	7.50	53.0	Tim 26450H	L6IH	...	CD	Ros	11x3½x3/16	T	.....	.....	....	40x3	58x4	½	67
68	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW200	...	WF	R	7.50	53.0	Tim 26450H	L6IH	...	CD	Ros	11x3½x3/16	T	.....	.....	....	40x3	58x4	..	68
69	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis SD310	...	DF	R	8.50	10.6	Tim27450TW	B6IM	...	CD	Ros	12x3½x3/16	T	.....	.....	....	40x3	58x4	½	69
70	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis SD310	...	DF	R	8.50	10.6	Tim27450TW	B6IM	...	CD	Ros	12x3½x9	..	.....	.....	....	40x3	58x4	½	70
71	Own	D.Ful	Ful MUH	U	4	A3	MM8	Wis SD410	...	DF	R	10.2	128.	Tim27450TW	B6IM	...	CD	Ros	14x3½x3/16	T	.....	.....	....	40x3	58x4	½	71
72	Chi	D.B-L	D.B-L 60-7	A	7	No	Blo 4	Own	2	2B	A	Opt	Opt	Cla	L4IHV	496	TX	Ros	8x3x3/16	P	Opt	Opt	34	40¼x3½	56x3½	N	72
73	Chi	D.B-L	D.B-L 60-7	A	7	No	Blo 4	Own	2	2F	A	Opt	Opt	Cla	L4IHV	496	TX	Ros	8x3x3/16	P	Opt	Opt	34	40¼x3½	56x3½	N	73
74	Chi	D.B L	D.B-L 60-7	A	7	No	Bl 5-4	Eat 44000	4R	2F	A	Opt	Opt	Tim 16302	Ws4IA	780	TX	Ros	8x3x3/16	P	Opt	Opt	36	40¼x3½	66x4	N	74
75	Chi	D.B L	D.B-L 70-7	A	7	No	Blo 5	Eat 44000	4R	2F	A	Opt	Opt	Tim 16302	Ws4IA	780	Tx	Ros	8x3x3/16	P	Opt	Opt	36	43x3½	66x4	N	75
76	You	D.B-L	B-L 55-7	A	7	No	Blo	Wis 1627KW	2	2F	H	10.3	139	Shu 678	W4IA	471	TD	Ros	8x4x11/32	I	131½	80	34 3/16	41⅞x3	54⅞x3½	¼	76
77	You	B-L	B-L714,703	A	12	A3	Blo	Wis 1627KW	2	2F	H	10.2	139	Shu 678	W4IA	471	TD	Ros	8x4x11/32	I	Opt	Opt	37¼	41⅞x3	54⅞x3½	¼	77
78	You	B-L	B-L714.703	A	12	A3	B6	Wis 410SD	4R	2F	R	18.2	139.	Shu 715-11	W6IA	...	TD	Ros	9x4 3/16x11/32	I	.....	.....	.....	41⅞x3	53x4	..	78
79	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864	TD	Ros	8x3x3/16	P	216	129	36	40x3	54x4	½	79
80	Per	D.B-L	B-L554,603	U	..	A 3	Spi 6	TimSW310W	4R	WF	H	7.25	119	Tim 26450	T4IA	815	FD	Ros	8x3x3/16	C	240	145	36¼	42x3	68x4	½	80
81	Per	P.B-L	B-L714,703	A	7	A3	Spi 6	TimSW410W	4R	WF	H	6.8	93	Tim 26450	T4IA	815	FD	Ros	8x3x3/16	C	235	143	36¼	42x3	68x4	½	81
82	Own	B-L	B-L 55-7	A	7	No	SpB	Ti.SW100TW	4R	WF	..	7.33	69.6	Tim 15703H	T4IA	674	TD	Ros	7x3½x3/16	P	168	Opt	34	44x3	60x4	½	82
83	Own	B-L	B-L 60-7	A	7	A7	Spi	TiSW 200TW	...	WF	R	7.75	73.6	Tim 16302	T4IA	848	TD	Ros	7x3½x3/16	P	180	Opt	38	44x3	60x4	½	83
84	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 300W	...	WF	R	9.33	88.6	Tim 16302	T4IA	848	TD	Ros	8x3½x3/16	P	180	Opt	38	44x3	60x4	½	84
85	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 400W	...	WF	R	10.3	98.1	Tim 17300	T4IA	848	TD	Ros	8x3½x3/16	C	204	Opt	38	44x3	60x4	½	85
86	Own	dp.Lon	B-L 714	U	4	No	Blo 5	Tim SWD410	4R	WF	..	Opt	Opt	Tim 27450	Ws6IA	...	CD	Ros	12x3½x¼	C	.....	.....	34	44x3	None	N	86
87	Chi	D.B-L	B-L 51-5	U	5	No	Spi 3	Ti'63703-97H	4	WF	R	6.0	35.7	Tim 35000H	L6IHV	700	CX	Ros	7x4x¼	C	162	108	34	39x2½	51x3	N	87
88	Chi	D.Ful	Ful VUOG	U	5	No	Spi 3	Ti'65703-97H	4	WF	H	6.75	47.7	Tim 35000H	L6IHV	870	CX	Ros	7x4x¼	P	162	108	34	39½x3	46x3½	N	88
89	Chi	D.B-L	B-L 60-7	A	7	No	Spi 4	Tim 65793-4	4	WF	R	9.66	91.7	Tim 26050H	T4IHV	864	CX	Ros	9x4x¼	C	162	108	37	48x3½	52x3½	N	89
90	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	4	WF	R	9.66	91.7	Tim 27450H	T4IA	864	CX	Ros	9x4x3/16	C	162	108	37	48x3½	53x4	N	90
91	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	4	WF	R	9.66	91.7	Tim 27450H	T4IA	864	CX	Ros	9x4x3/16	C	162	108	37	48x3½	53x4	N	91
92	Per	D.B-L	B-L 615	A	5	No	Spi 4	TimSD 411-2	2R	2F	..	8.85	59.8	Tim26450TW	WS6IA	...	FD	Ros	12x3x¼	C	198	116	33	42x3	......	N	92
93	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	A	.....	.....	Own AK	OrIV	...	FD	Own	8x3x3/16	C	132	87	37	46x3½	52x4	½	93
94	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	A	.....	.....	Own AC	O61A	...	FD	Own	8½x2¾x¼	C	180	107	37	48x3½	52x4	½	94
95	Own	P.Own	Own AC	A	4	No	Spi 4	Own	4R	2F	A	.....	.....	Own AK	O61A	...	FD	Own	8½x2¾x¼	C	180	107	37	46x3½	52x4	½	95
96	Own	P.Own	Own AC	J	4	No	Spi 4	Own AP	4R	CD	R	.....	.....	Own AK	O61A	...	FD	Own	8x3x3/16	C	135	88	37	46x3½	52x4	½	96
97	Own	P.Own	Own AC	A	4	No	Spi 4	Own	4R	2F	A	6.52	41.8	Own AK	O6IA	...	FD	Own	8x3x3/16	C	144	.....	37	48x3½	52x4	½	97
98	Lon	P.B-L	B-L 314	U	4	A 4	Cle	Own	4R	WF	T	7.66	41.0	Tim 14703	L4rIH	...	TX	Ros	9 3/16x3½x¼	C	168	102	34	40x2½	42x2½	½	98
99	Lon	P.B-L	B-L 51	U	12	A 4	Cle	Own	...	WF	T	8.75	96.4	Tim 16300	O4MV	...	TI	Ros	9 3/16x3½x3/16	C	168	113	34	39⅝x2½	43½x3½	½	99
100	Lon	P.B-L	B-L 554	U	12	A4	Cle	Own	...	WF	R	8.5	93.6	Tim 16300	O4rIMV	...	TI	Ros	9⅛x3 3/16x3/16	C	192	137	38	44x3	43½x3½	½	100
101	Own	P.B-L	B-L 554	U	12	A4	Cle	Own	...	WF	T	9.33	103	Tim 17300	O4rIMV	...	TX	Ros	11x3 3/16x3/16	C	216	135	38	44x3	43½x4	½	101
102	Own	P B-L	B-L 714	U	12	A4	Cle	Own	...	WF	T	10.3	113	Tim 17300	O4rIMV	...	TX	Ros	11x3 3/16x3/16	C	240	135	38	44x3	43x4	½	102
103	Lon	Ful	Ful VU	U	5	...	Blo	Own 60	2R	2F	..	9.09	63.6	Tim 15733H	L4IH	744	FX	Han	8⅛x3½x3/16	P	216	126½	34	42x2½	58x3	..	103
104	Mod	D Own	Own	U	4	Op	Spi	Tim	...	WF	R	6.20	45.3	Tim	L4IHV	306	CX	Ross	10x3¼x¼	C	Opt	Opt	34	42x2½	43x3	N	104
105	Mod	D Own	Own	U	4	A 3	Spi	Tim	...	WF	R	6.80	41.3	Tim	Ws4IA	472	CX	Ross	12x3¼x¼	C	Opt	Opt	34	48x3	58x3	N	105
106	Mod	D Own	Own	U	4	A 3	Spi	Tim	...	WF	R	7.75	51.6	Tim	Ws4IA	568	CX	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	58x4	N	106
107	Mod	D Own	Own	U	4	A 3	Spi	Tim	...	w2	R	9.25	58.0	Tim	Ws4IA	576	CX	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	58x4	N	107
108	Mod	D Own	Own	U	4	A 3	Spi	Tim	...	w2	R	9	56.4	Tim	Ws4IA	576	CX	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	58x4	N	108
109	Mod	D Own	Own	U	4	A 3	Spi	Own	...	CD	R	9.5	63.2	Tim	Ws4IA	792	CD	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	60x3½	N	109
110	Mod	D Own	Own	U	4	A 3	Spi	Own	...	CD	R	9.5	59.6	Tim	Ws4IA	792	CD	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	60x3½	N	110
111	Mod	D Own	Own	U	4	A 3	Spi	Own	...	CD	R	9.5	59.6	Tim	Ws4IA	792	CD	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	60x3½	N	111
112	....	P.Own	Own 4B	U	4	No	...	Tim SW200H	...	WF	R	6.75	44.2	Own 6D	WrIHV	...	CI	Ros	8x3x¼	C	Opt	104¾	34	42x3	42x4	N	112
113	....	dp.Own	Own 7B	U	4	No	Spi	Tim SW310w	...	WF	R	8.5	55.6	Own 12D	WrIA	...	C	Ros	8⅛x3 3/16x3/16	C	167	109¾		42x3	42x4	N	113
114	....	dp.Own	Own 7B	U	4	No	Spi	TimSW410W	...	WF	R	10.2	69.1	Own 12D	WrIA	...	C	Ros	8⅛x3 3/16x3/16	C	167	109¾		42x3	42x4	N	114

KEY OF REFERENCES

GENERAL

Gross Vehicle Weight—Chassis weight, plus body and cab, plus pay load.

Chassis Price is for truck with standard wheelbase listed and with tires listed F.O.B. factory, unless otherwise specified.

b—Price of Mack AC 7–10 ton, $4,950, tires, S 36x5, DS 40x5; 11–14 ton, $5,500, tires, S 36x6, DS 40x6; 15 ton, $6,000, tires S 36x7, DS 40x7.

(T)—Day-Elder 75–1½ ton. Same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.

(U)—Gotfredson-Rear Axle Model B800 also provided with 2412 EA-Car.

(V)—Hug 87M has wheelbase of 120 in. C87 has wheelbase of 146, 154, 171 and 181.

(Y)—Chevrolet utility model with dual 30x5 rear tires lists at $545.00.

(Z)—Larger engines and corresponding transmissions provided on all models of Corbitt trucks when type of service requires them.

TIRES

B—Balloon.
DB—Dual Balloons standard equipment.
P—High Pressure Pneumatics standard equipment.
DP—Dual High Pressure Pneumatics standard equipment.
S—Solids.
DS—Dual Solids.
°—Pneumatics furnished at extra cost.

ENGINE — Make

Bud—Buda Company.
Con—Continental Motors Corp.
HaS—American Car & Fdy. Co.
Her—Hercules Motor Corp.
Lyc—Lycoming Motor Corp.
Wau—Waukesha Motor Co.
Wis—Wisconsin Motor Mfg. Co.

Valve Arrangement

H—In head.
L—"L" Head.
S—Sleeve.
T—"T" Head.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod, camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.
SP—Circulating with splash

Governor

Bf—Bethlehem Fabricators, Inc.
Bu—Buda
Co—Continental.
Ha—Handy Governor Co.
HS—Amer. Car & Fdy. Co.
KP—Handy Governor Co.
Mo—Monarch.
No—Not supplied.
On—Own
Op—Optional.
Pe—Pierce Governor Co.
Si—Simplex (Eisemann Magneto Corp.)
St—Sterling.
Wa—Waukesha.

Radiator

Bus—Bush Mfg. Co.
Chi—Chicago Mfg. Co.
Fed—Fedders Mfg. Co.
G&O—G & O Mfg. Co.
Har—Harrison Rad. Corp.
Hex—Hexcel Rad. Co.
Lon—Long Mfg. Company.
McC—McCord Rad. & Mfg. Co.
Mod—Modine Mfg. Co.
Per—Perfex Corp.
R-T—Rome-Turney Rad. Co.
You—Young Rad. Company.

FUEL SYSTEM

Carburetor Make

Car—Carter Carburetor Co.
Joh—Johnson.
Mar—Marvel Carburetor Co.
Sch—Wheeler Schebler Co.
Ste—Detroit Lubricator.
Str—Stromberg Motor Dev. Co.
Stw—Stewart.
Til—Tillotson Mfg. Co.
Zen—Zenith-Detroit Corp.

Fuel Feed

E—Electric Pump.
G—Gravity.
M—Mechanical Pump.
P—Pressure.
V—Vacuum.

ELECTRICAL SYSTEMS

A-Bo—Amer. Bosch Magneto Co.
R-Bo—Robert Bosch Magneto Co.
Apo—Apollo Magneto Corp.
D-R—Delco Remy Company.
Eis—Eisemann Magneto Corp.
L-N—Leece-Neville Co.
N-E—North East Elec. Co.
Spl—Splitdorf Electrical Co.
1—Generator and Starter at extra cost.
2—Starter not supplied. Generator at extra cost.
3—Starter at extra cost.

CLUTCH — Type

D—Multiple disk.
dp—Double Plate.
O—Plate in oil.
P—Single plate.

Make

B&B—Borg & Beck Co.
B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
H-S—Merchant & Evans Co.
Jon—Jones Clutch & Gear Co.
Lon—Long Mfg. Company.
M-E—Merchant & Evans.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products Div. General Motors Corp.
Roc—Rockford Drill Machine Co
W-G—Warner Gear Co.

GEARSET — Make

B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products-Div. General Motors Corp.
W-G—Warner Gear Co.
War—Warner Corp.

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary, Location

No—Not furnished.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

UNIVERSAL JOINTS

Blo—Blood Bros. Mach. Co.
B-C—Blood and Cleveland.
Cle—Cleveland Steel Prod. Corp.
Har—Spicer Mfg. Co.
M.M.—Mechanics Machine Co.
PeS—Peters and Spicer.
Pet—Peters.
P-S—Peters and Snead.
S-C—Spicer and Cleveland.
Spi—Spicer Mfg. Co.
S-P—Superior Universal Products Co.
SpB—Spicer and Blood Bros.
SpP—Spicer and Pick.
S-T—Spicer & Thermoid.
U-M—Universal Machine Co.
U-P—Universal Products Co.

REAR AXLE — Make

Cla—Clark Equip. Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
Tim—Timken Det. Axle Co.
Wis—Wisconsin Axle Co.

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full Floating.
H—Hypoid
I—Internal Gear.
2—Double Reduction.
R—Relay—Pendulum Drive.
S—Spiral Bevel.
W—Worm.
w/2—Worm or Double Reduction Optional
½—Semi-Floating.
¾—Three-Quarter Floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss.
R—Radius Rods.
T—Torque Arm.
U—Torque Tube.
O—Radius Rods Optional.

WHEELS DRIVEN

2—Forward pair of rear wheels.
4F—Front and forward pair of rear wheels.
4R—Four rear wheels.
6—Six wheels.

FRONT AXLE — Make

Shu—Shuler Axle Co., Inc.
Cla—Clark Equipment Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
She—Sheldon.
Tim—Timken Det. Axle Co.
Wis—Wisconsin Axle Co.

BRAKES—Service — Make

B—Bendix.
BE—Bendix front, Eaton rear.
BO—Bendix front, Own rear.
C—Columbia.
K—Clark.
L—Lockheed.
LO—Lockheed front, Own rear.
O—Own.
OE—Own front, Eaton rear.
OW—Own front, Wisconsin rear
S—Steeldraulic.
T—Timken.
W—Wisconsin.
Ws—Westinghouse.

Location

2—Two Wheel.
4—Four Wheel.
6—Six Wheel.
2/4—Two wheel brakes effective on all four wheels through driveshaft.
F—Driveshaft effective on four wheels.
J—Jackshaft.
P—Propeller shaft.
P/4—Propeller shaft effective on four wheels.
r—Four rear wheels.

Type

I—Internal.
Y—Internal front and external rear.
X—External.

Method of Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—Hand — Location

C—Center of double propeller shaft
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gear shaft.
T—Transmission.
F—Driveshaft.

Type

D—Disk.
I—Internal.
X—External.
Y—Internal front and external rear.

STEERING GEAR — Make

CAS—Columbus G. & P. Co.
Gem—Gemmer Mfg. Co.
Han—Hannum Mfg. Co.
Jac—Saginaw Steering Gear Div. General Motors Corp.
Lav—Hannum Mfg. Co.
Ros—Ross Gear & Tool Co.
Woh—Wohlrab Gear Co.

FRAME — Type

C—Channel.
I—"I" Beam.
P—Channel reinforced with plate.
T—Side rails tapered front and rear.

SPRINGS—Auxiliary — Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.

(X) **General Motors Trucks.** Gross vehicle weight indicated for each model in table is the *Straight Rating* (combined weight of chassis, body, equipment and payload) for which chassis is designed and guaranteed to satisfactorily operate under average conditions. The size of the tires used does not affect this Straight Rating, but to secure maximum tire mileage it is suggested that the total gross weight be limited to a "recommended gross weight" for each tire equipment (type number) based on tire capacity. Chassis prices vary with wheelbase and tire combinations. The range of "recommended gross weights," type numbers and resulting payload range (assuming nominal body allowance) for each model follow.

Note: Models T-15 to T-60 inclusive, as well as Models TX and WX, are available for Export only as coach chassis.

MODEL	RANGE OF RECOMMENDED GROSS WEIGHTS (LBS.)	TYPE NUMBERS	RANGE OF PAYLOAD (TONS)
T-11	3800	1001	½
T-15	4500 to 6500	1501 to 1708	½-1½
T-18	7500 to 8200	1801 to 1803	1½-2
T-19	7500 to 10000	2201 to 2223	1½-2½
T-25	6800 to 9000	2501 to 2518	1½-2
T-26	8500 to 11000	261-1 to 2618-18	2-3
T-30	10000 to 12500	3201 to 3215	2-3
T-31	11000 to 14000	311-1 to 315-9	2½-4
TX-186½	14000	Export Coach	......
WX-185	14500	Export Coach	......
T-42	12000 to 15000	4201 to 4212	2½-4
T-44	12000 to 16000	4401 to 4412	3-4½
T-45	13500 to 16000	451-1 to 455-10	3-4½
WX-215	17000	Export Coach	......
T-51	16500 to 19000	511-1 to 517-13	4-5½
T-55	16500 to 19000	551-1 to 557-13	4-5½
T-60	18500 to 22000	6201 to 6218	5-6½
T-61	19500 to 22000	611-1 to 619-8	5-6½
T-82	19000 to 24000	8201 to 8212	5-7
T-83	20000 to 24000	831-1 to 837-8	5-7
T-85	25000 to 30000	851-1 to 859-9	6-8
T-90	22000 to 28000	9001 to 9007	5 to 7½
T-95	30000 to 40000	951-1 to 956-9	7-11
T-96	28000 to 34000	961-1 to 965-8	7-9